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HISTORY OF NEW YORK CITY.

- 1773 - 1909 -

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## TEA AND THE TROUBLE IT BREWED BOSTON CLOSED AND THE REVOLUTION OPENED CONTINENTAL AND PROVINCIAL CONGRESSES

The granting of a charter to the East India Company, authorizing it to export tea, duty free, to America, and to sell it through commissioners of its own appointment, in Philadelphia, New York, Boston and other American ports, was the signal for a revival of the resentments which had been before aroused by the Stamp Act, for, as will be remembered, the second or modified nonimportation agreement of the merchants had been singly and specifically directed against tea. The company was thus endeavoring to accomplish through its own commissioners what it could not compass through the regular trade. A series of letters, headed "Alarm," and signed "Hampden," as well as other articles, directed against the proposed shipment, with warnings to East India commissioners that they were on a par with stampmasters and would not be tolerated by the freemen of America, appeared in Holt's Journal.

A notable circular was issued, November 29, 1773, in handbill form, announcing the formation of an association known as the Sons of Liberty of New York, asking signatures promising faithful compliance with certain resolutions declaring that all who aided or abetted in the introduction of tea into the colony; or in the landing or carting of tea from any ship or vessel; or should hire any premises for the storage of tea; or contribute to the sale or purchase of tea—while that commodity should be subject, by a British act of Parliament, to the payment of a duty for the purpose of raising a revenue in America—should be deemed enemies to the liberties of America, without reference to whether the duties should be paid in Great Britain or America. And the resolutions further declared that whoever should transgress these resolutions the signer would not deal with or employ, or have any connection with. On the reverse side of the circular was an appeal from the "Friends of Liberty and Trade" (the more conservative organization) inviting signatures to the agreement of the association, and advising harmony and a union of all classes, in a quiet but determined resistance.

The document was signed by people of all ranks and stations, and a meeting called for December 17th, at the City Hall, was largely attended in spite of a blustering storm. Previous to this the merchants, Henry White (member of the Council), Abraham Lott and Mr. Benjamin, who had received commissions from the East India Company for the sale of tea in

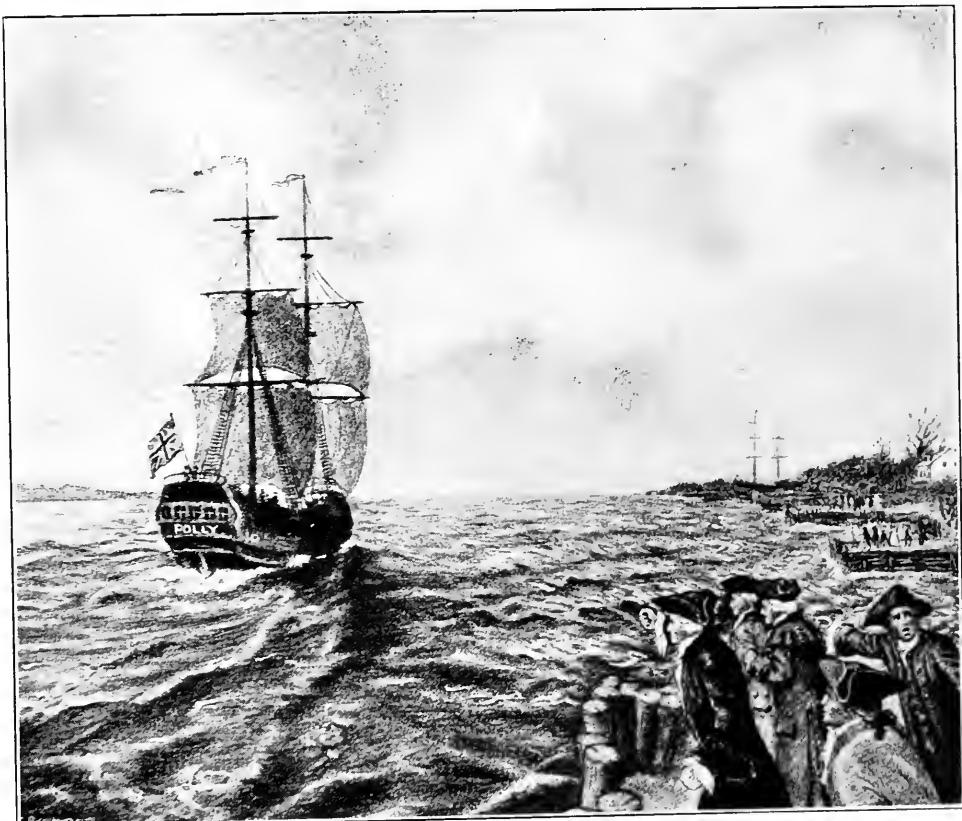
the colony, had been waited on by a committee, and had decided to resign their commissions and decline to receive or sell the tea. At the City Hall meeting John Lamb presented communications from the committees of correspondence of Boston and Philadelphia declaring the determination of those communities to prevent the landing of the tea, and as New York as yet had no similar committee of its Assembly, one of fifteen members was chosen on the spot and named the New York Committee. Mayor Hicks, accompanied by the recorder, entered the meeting and announced a message from the governor in regard to what should be done with the tea when it should arrive (the commissioners having resigned). It read: "The governor declares that the Tea will be put in the fort at noonday; and engages his honour that it shall continue there until the Council shall advise it to be delivered out, or till the king's order or the proprietor's order is known; and then the Tea will be delivered out at noon-day." The mayor thereupon asked the meeting if such an arrangement would be satisfactory, and was answered with loud cries of "No!" John Lamb then read the act of Parliament, which provided that the duties should be paid upon landing, and then asked if those present believed, under this circumstance, that the tea should be landed, and received a vociferous and almost unanimous negative answer. Then, after passing a resolution approving the stand taken by Boston and Philadelphia, the meeting adjourned to convene again on the arrival of the tea ship.

A report reached New York the same day that the tea ship for the port of Charleston, South Carolina, had arrived, but had not been permitted by the citizens to land its cargo. This turned out to be an erroneous statement. The tea was, in fact landed, but was stored in damp cellars where it was guarded and was allowed to rot, so that it was never marketed. On the night of the same day as the Anti-Tea Meeting in New York, the "Boston Tea Party," which was the most thrilling episode of the entire tea agitation, occurred. The Philadelphia tea ship "Polly" arrived on Christmas Day, but was returned to England with its cargo the following day. It was several months later before the New York tea ship arrived.

On the night of December 29, 1773, an accidental fire destroyed the Province House in the fort, and it burned so rapidly that in two hours it was entirely consumed. The inmates had difficulty in escaping, the governor and his wife making their exit from a door leading to the ramparts. Miss Tryon, jumping from the second-story window, fortunately landed in a deep snowbank and was uninjured, but a maid-servant perished in the flames. Practically all the personal effects of the governor and his wife were consumed, but the great seal of the province was found in the ruins, two days later, uninjured. If the fire had occurred in dry weather it would

doubtless have destroyed many more houses, but as it occurred just after a heavy snowstorm, when every roof was covered thick with snow, it was confined to the Province House.

The General Assembly met January 6, 1774. Judge Livingston, who had again been returned for Livingston Manor, was again refused admission, and on a new poll Peter R. Livingston was elected and admitted to



DEPARTURE OF THE "POLLY"

a seat. The governor's address had chiefly to do with the boundary lines between the province and Quebec, Massachusetts and New Hampshire, and said that he had been ordered to England in connection with the New Hampshire grants. He also called attention of the Assembly to the fire which destroyed the Province House. Besides the usual expense and supply bills the Assembly voted £5000 as an allowance to the governor for his losses in the fire. It would have been lost by a tie vote if the speaker, John Cruger, had not given the casting vote for the bill. A bill was also passed providing for the raising of £12,000 by lottery or lotteries, toward building a province house and secretary's office, but it was never built.

Governor Tryon prorogued the Assembly, on March 19th, and sailed for England in the Mercury packet, on April 7, 1774.

The departure of Governor Tryon called back Lieutenant Governor Colden from his country house at Flushing to take up again, in his eighty-sixth year, the reins of provincial government. Before Governor Tryon's departure news had arrived, on March 10th, from St. Eustatius via Philadelphia, to the effect that the ship *Nancy*, Captain Lockyer, having been blown off the coast by contrary winds, had put into Antigua. So the vigilance of the Sons of Liberty committee was redoubled, and was rewarded, on April 18th, by news that the vessel was in the outer harbor. The pilot did not deem it safe to take the vessel into the harbor, but the committee of the Sons of Liberty called on the captain and advised him that he could safely come up on condition that he should not enter his vessel at the Custom House. Coming ashore he was received with kindness, visiting his consignees, who refused to receive his cargo. He made his arrangements to leave without unloading, and a handbill invited the citizens to see him off, on May 29th, stating that the bells would be rung half an hour before he should leave Murray's wharf. By private advices the Sons of Liberty were led to watch also for the ship *London*, Captain Chambers. When the vessel arrived at the Hook, the captain denied to the pilot that he had any tea on board, but the Sons of Liberty, then a power not to be despised, called the captain and the owner before them, and the captain admitted that he had eighteen cases of tea on board, of which he was sole owner. A deputation from the Sons of Liberty visited the ship in the evening, broke open the cases and emptied their contents into the river. The next day Captain Lockyer was escorted from the Coffee House to the end of Murray's Wharf, followed by cheering crowds, and put upon the pilot boat. The committee of observation at Sandy Hook reported that the *Nancy* had departed not only with the tea, Captain Lockyer and her crew, but also with Captain Chambers, who had thus put himself at a safe distance from punishment at the hands of unfriendly citizens. All these proceedings about the tea went on without the lieutenant governor knowing anything about them until they were all over.

News which came from England told of the reception there of the news of the Boston Tea Party, of the intense excitement in London, and the passage through both houses of Parliament of the Boston Port Bill, which provided for the closing of the port of Boston, on June 1st, to all commerce, to remain closed during the king's pleasure, and in addition, for the indemnification of the East India Company for the loss of its tea, the value being placed at about £8000. This news came by the ship *Samson*, from London, which arrived May 12, 1774. By the same ship also came

advices that General Gage had been appointed civil governor of Massachusetts; that four more regiments of soldiers were embarked, and that a considerable fleet had been ordered into American waters.

A meeting of merchants was called to meet at Fraunces' Tavern, on Monday, May 16th, and when they gathered it was found that the tavern did not afford sufficient room, so removal was made to the Exchange Building, just opposite. Isaac Low was chosen chairman of the meeting, and it was proposed to elect a committee of correspondence. Isaac Sears, for the Sons of Liberty, offered a list of twenty-five; but the merchants offered a list of fifty. There was a close contest, but the merchants won. On both lists the names were for the most part those of merchants, and when they were compared it was found that not more than two of the Sons of Liberty ticket were omitted from the larger list. The meeting adjourned to meet on Thursday, the 19th, at the Merchants' Coffee House. At that meeting the name of Francis Lewis was added to the committee, which thus took its name of Committee of Fifty-one. Meanwhile Paul Revere, postrider for the Boston Committee, had brought in news of a meeting held at Faneuil Hall, in Boston, on the 13th, at which resolutions were passed urging the colonies to stop all importations from and exportations to Great Britain and the West Indies until the Boston Port Bill should be repealed.

The proceedings of the committee are preserved in the New York Historical Society collections, and it will be interesting to transcribe the names of the members, many of whom became distinguished in the subsequent history of the city, and most of them representative of families still prominent in New York. They were John Alsop, William Bayard, Theophylact Bache, Peter V. B. Livingston, Philip Livingston, Isaac Sears, David Johnston, Charles McEvers, Charles Nicoll, Alexander McDougall, Captain Thomas Randall, John Moore, Isaac Low, Leonard Lispenard, Jacobus van Zandt, James Duane, Edward Laight, Thomas Pearsall, Elias Desbrosses, William Walton, Richard Yates, John DeLancey, Miles Sherbrooke, John Thurman, John Broome, John Jay, Benjamin Booth, Joseph Hallett, Charles Shaw, Alexander Wallace, James Jauncey, Gabriel W. Ludlow, Nicholas Hoffman, Abraham Walton, Gerardus Duyckinck, Peter van Schaack, Henry Remsen, Hamilton Young, George Bowne, Peter T. Curtenius, Peter Goelet, Abraham Brasher, Abraham P. Lott, David van Horne, Gerardus W. Beekman, Abraham Duryee, Joseph Ball, William McAdam, Richard Sharpe, Thomas Marston, Francis Lewis. The committee organized with Isaac Low as chairman and John Alsop, deputy chairman. The committee at once broached the proposal for a congress, with delegates chosen from each colony, and in answer to the circular of the

Boston meeting, urging complete nonintercourse with Britain, preferred to leave that and all intercolonial matters to the Congress when convened. On June 17th, the Massachusetts Assembly appointed five delegates to meet the delegates of other colonies at Philadelphia, September 1st, and for this action General Gage dissolved the Assembly.

On receipt of the news, the Committee of Correspondence decided that as the New York Assembly was not in session they would choose five to go as delegates to Philadelphia, being the same number as were selected at Boston. Several nominations were made, and five selected: Philip Livingston, John Alsop, Isaac Low, James Duane, and John Jay, three merchants and the two last lawyers. The selection not being unanimous, and several being dissatisfied, it was ordered that a call be issued to the inhabitants to meet at the City Hall at noon on Wednesday, July 7th, to concur in these nominations, or choose others. On the 5th, another call was issued for a meeting in the Fields on the following day, and a great gathering appeared. Alexander McDougall was called to the chair, and resolutions were adopted recommending nonintercourse with Great Britain, and instructing the deputies to the Congress to agree for the city upon a nonimportation agreement; a subscription voted in aid of the suffering inhabitants of Boston, and the City Committee of Correspondence directed to carry out this resolution.

The committee objected to this attempt to instruct delegates before they were chosen, and the clash of views led to the withdrawal of Messrs. Lewis, Hallett, McDougall, Peter V. Livingston, Isaac Sears, Thomas Randall, Abraham P. Lott, Leonard Lispenard, John Broome, Abraham Brasher and Jacobus van Zandt, from the Committee of Fifty-one. The meeting at the City Hall was not harmonious, and handbills were circulated which tended to increase the dissension, one signed "Son of Liberty," deprecating discord between the merchants and the mechanic class. Sensibly the Committee of Correspondence made overtures to the Mechanics' Association for a joint meeting, and it was arranged that a regular election at the usual polling places be held for delegates, with the result that on the 28th there was a unanimous vote for the five delegates.

The Congress met in Philadelphia, September 5th, put forth a Declaration of Rights, and passed a Nonexportation Act to take effect September 15th, and a Nonimportation Act to be in force after December 1st, following. They recommended the election of a committee in every city, county and town of each of the colonies, and ordered the election of delegates to meet May 14, 1775. The idea of union was now in full possession. After the Congress, the Committee of Correspondence, after a conference with the Mechanics, ordered a poll to be held in the City Hall, on November 22d, for the election of sixty persons as a Committee of Observation.

The election was unanimous in its choice, and the list of its members is about half made up of members of the original Committee of Fifty-one, and the other half of new names, including, among others, two Roosevelts (Isaac and Nicholas) and Lindley Murray, the famous grammarian. This committee in New York, and similar ones in all the colonies, took up their duties with zeal, the Nonimportation Act was rigidly enforced.

On January 10, 1775, the General Assembly met at the call of Lieutenant Governor Colden, at whose suggestion it adopted a petition to the king, setting forth their rights and grievances, disclaiming any desire for independence of the British Parliament; and also adopted an address to the Lords and Commons, in which they declared that the people of the colonies were entitled to equal rights and privileges with their fellow subjects in Great Britain. The Assembly was conservative but patriotic, and after attending to several matters of administration and making the routine appropriations, it adjourned April 8th. It was the last meeting of the colonial Assembly in New York.

The Committee of Observation called for a meeting of the freeholders and freemen of the city, at the Exchange, on March 6th. At nine o'clock of that day a union flag was hoisted on the liberty pole and a large number of the people marched thence to the Exchange, where they authorized the committee to nominate eleven delegates for the purpose of choosing delegates to the general congress. The delegates selected to represent the city and county of New York in the Provincial Congress were Philip Livingston, John Jay, James Duane, John Alsop, Isaac Low, Francis Lewis, Abraham Walton, Abraham Brasher, Alexander McDougall, Leonard Lispenard, and Isaac Roosevelt. They were elected by a large majority at the poll, on March 15th, and on April 20th they met in Provincial Congress, of which Philip Livingston was chosen president. The next day they chose Philip Livingston, James Duane, John Alsop, John Jay, Francis Lewis, Simon Boerum, William Floyd, Henry Wisner, Philip Schuyler, George Clinton, Lewis Morris and Robert Livingston, Jr. (the first five from the city and county of New York), to represent the colony in the Continental Congress.

A travel-stained horseman, being one of the regular express of the committee at Boston, dashed into town at noon on Sunday with news of the Battle of Lexington, and handed to Isaac Low, chairman of the Committee of Observation, a dispatch announcing the fact. After he had countersigned it and passed it on for transmission to Philadelphia, he spread the news. The excitement was intense, and the patriots were fired with the desire to prepare for a struggle which was now inevitable. Isaac Low, on April 26th, issued on behalf of the committee, a call for the election by the freeholders and freemen, of a new Committee of One Hundred, to take charge of affairs in the present emergency, polls to be held on the 28th, at the usual places of election in each

ward, and also recommending at the same time that a Provincial Congress should be immediately summoned and that twenty delegates to represent the city and county should be elected at the same time. The election was held, the recommendations adopted and the General Committee of One Hundred was chosen, including the leading patriots, as follows:

|                       |                      |                    |
|-----------------------|----------------------|--------------------|
| Isaac Low             | Lancaster Burling    | Jeremiah Platt     |
| Philip Livingston     | John Lasher          | Comfort Sands      |
| James Duane           | George Janeway       | Robert Benson      |
| John Alsop            | James Beekman        | William W. Gilbert |
| John Jay              | Samuel Verplanck     | John Berrien       |
| P. V. B. Livingston   | Richard Yates        | Gabriel W. Ludlow  |
| Isaac Sears           | David Clarkson       | Nicholas Roosevelt |
| David Johnson         | Thomas Smith         | Edwin Fleming      |
| Alexander McDougall   | James Desbrosses     | Lawrence Embell    |
| Thomas Randall        | Augustus van Horne   | Samuel Jones       |
| Leonard Lispenard     | Garret Keteltas      | John DeLancey      |
| William Walton        | Eleazar Miller       | Frederick Jay      |
| John Broome           | Benjamin Kissam      | William W. Ludlow  |
| Joseph Hallett        | John Morin Scott     | John White         |
| Gabriel H. Ludlow     | Cornelius Clopper    | Walter Franklin    |
| Nicholas Hoffman      | John Reade           | David Beekman      |
| Abraham Walton        | John van Cortlandt   | William Seton      |
| Peter William Schaack | Jacobus van Zandt    | Evert Bunker       |
| Henry Remsen          | Gerardus Duyckinck   | Robert Ray         |
| Peter T. Curtenius    | Peter Goelet         | Nicholas Bogert    |
| Abraham Bragster      | John Marston         | William Laight     |
| Abraham P. Lott       | Thomas Marston       | Samuel Broome      |
| Abraham Duryee        | John Morton          | John Lamb          |
| Joseph Ball           | George Folliot       | Daniel Phoenix     |
| Francis Lewis         | Jacobus Lefferts     | Anthony van Dam    |
| Joseph Totten         | Richard Sharp        | Daniel Dunscomb    |
| Thomas Ivers          | Hamilton Young       | John Inlay         |
| Hercules Mulligan     | Abraham Brinckerhoff | Oliver Templeton   |
| John Anthony          | Theophilus Anthony   | Lewis Pintard      |
| Francis Buffer        | William Goforth      | Cornelius P. Low   |
| Victor Bicker         | William Denning      | Thomas Buchanan    |
| John B. Moore         | Isaac Roosevelt      | Petrus Byvanck     |
| Rudolphus Ritzema     | Jacob van Voorhees   | Benjamin Helme     |
| Lindley Murray        |                      |                    |

The names of the twenty-one deputies chosen for the city and county of New York, to meet deputies of other counties in Provincial Congress, were: Leonard Lispenard, Isaac Low, Abraham Walton, Isaac Roosevelt, Abraham Brasher, Alexander McDougall, Samuel Verplanck, David Clarkson, George Folliot, Joseph Hallett, John van Cortlandt, P. V. B. Livingston, James Beekman, John Morin Scott, Thomas Smith, Benjamin Kissam, Richard Yates, John Marston, Walter Franklin, Jacobus van Zandt and John DeLancey.

These met on the day designated, May 22, 1775, and began to legislate in a provisional way, independent of king or royal governor. The Revolution had become an active force in New York City.

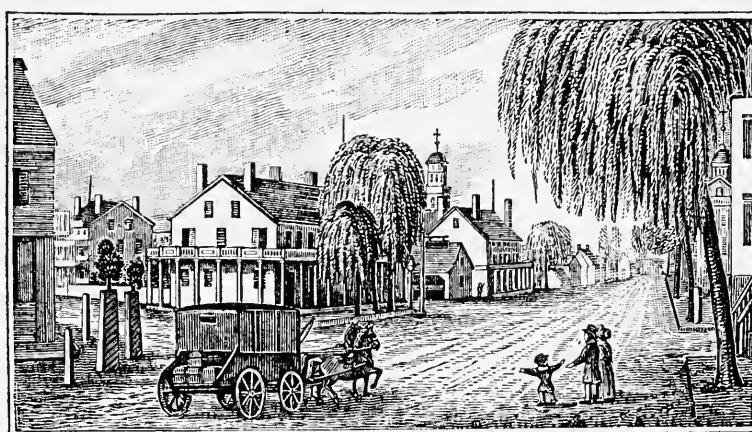
## THE REVOLUTION IN NEW YORK CONTINENTAL CAMP IN THE CITY—MOVEMENTS OF TWO ARMIES IN AND AROUND THE CITY

On Sunday, June 25, 1775, there were two important arrivals in the City of New York. One was Governor Tryon, who had been sent back to his province by Lord Dartmouth, and arrived to find it largely controlled by an independent government. The other was General George Washington, who, on June 15, 1775, had been appointed by the Continental Congress, sitting at Philadelphia, to be "General and Commander in Chief of the United Colonies and of all the forces now raised or to be raised by them," and who, on the day of Governor Tryon's return, passed through the city on his way to the camp at Cambridge, Massachusetts.

Colden, for the last time, surrendered the reins of what little authority was now left, to his superior officer. During Tryon's fourteen months' absence, he had been passive, presenting no noticeable obstruction to the course of the patriot leaders. He had known nothing about the measures taken to prevent the landing of tea until the forces of resistance had triumphed, and political power and executive authority had slipped from his hands almost without his knowledge. Evidently the government of New York, as a royal colony was, at that period, no job for a man of eighty-seven years. So with the return of Governor Tryon, he retired finally to his home at Flushing, where he died, September 21, 1776. He was a man of much ability and considerable learning, a Scotchman, and tenacious of his views and opinions, and therefore in the five separate interregnums during which he filled the gubernatorial office he was in conflict with the radical element of the patriot party. The periods of his rule began in August, 1760, when he was president of the Council, and seventy-two years of age. He was commissioned lieutenant governor, March 20, 1761, and filled the office until his death, acting as governor for periods aggregating a total of six years and five months. He was one of the most distinguished scholars of his century in America, devoted much attention to the study of the sciences, and especially of botany, and was the first to introduce the Linnæan system of classification in America. He published a History of the Five Indian Nations of Canada (1727), a work of great value, and a less important work on The Principles of Action in Matter (1752).

When the Committee of One Hundred was formed, after the news of the Battle of Lexington was received in New York, one of the first resolutions it adopted was to recommend that "every inhabitant perfect himself

in Military Discipline and provide himself with Arms, Accoutrements and Ammunition as by law directed." The existing militia organizations were promptly filled up, and several new ones formed. A party of citizens went to the City Hall, where there were about five hundred muskets, provincial property, and removed them to a safer place. Congress, through the New York delegates, addressed the people of the colony, advising them, in view of the expected arrival of British troops, to act on the defensive as long as possible, to permit the troops to remain in their barracks as long as they behave peaceably and quietly, but not to suffer them to erect fortifications or cut off communications between town and country. On the other hand,



OLD VIEW OF JAMAICA VILLAGE, LONG ISLAND

if the troops should commit hostilities, or invade private property, the inhabitants were advised to defend themselves and their belongings, and repel force for force. It was also advised that the warlike stores should be removed from the City of New York; that a place be provided as a retreat for the women and children in case one should be needed, and that sufficient men be enlisted and kept in constant readiness for home protection.

On May 26, 1775, H.M.S. *Asia*, sixty-four guns, under command of Captain George Vandeput, arrived off the Battery, with orders that the Royal Irish Regiment, which was at the Upper Barracks, should go on board, and arrangements were also made with the civil authorities for the removal of the regimental laundresses, with their belongings, to Governor's Island. The departure of this regiment, on June 4th, to the place of embarkation, was the occasion of one of the most daring of the deeds of the Revolution. The regiment was carrying with it not only the armament for its men, but also a considerable number of spare guns, which they had loaded on carts. The order to permit the British to retire with their arms and accoutrements was not much relished by some of the more

radical of the patriots, and one of these, Marinus Willett, deemed it his duty to take a hand in regulating matters. So, as the procession, coming down Broad Street, reached the corner of Beaver Street, he ran into the road and stopped the horse that was drawing the front cartload of arms, thus halting the march. Major Hamilton, commanding the regiment, came forward to discover the cause of the halt, and Willett told him that he had halted the column to prevent the spare arms from being carried off, as the authorization of the committee covered no arms except those the soldiers carried on their backs. At this juncture David Matthews, a Tory alderman, who, a year later became mayor of New York by British appointment, stepped up and defended the right of the troops to carry the extra arms with them, but Willett held his ground. He was rather staggered when Gouverneur Morris, of whose patriotic standing there was no question, sided with Matthews as to the authority of the troops to move the guns. Just then John Morin Scott, who besides being one of the most influential members of the Committee of One Hundred, was one of the leading lawyers of New York, came on the scene and backed up Willett's argument. Thereupon Willett turned the front cart to the right, ordering the cartman to drive up Beaver Street, and the others to follow. Willett jumped on a cart and addressed the soldiers, saying, that "if it was their desire to repeat the bloody business going on in Boston, that the people of New York were ready to meet them; but if they felt a repugnance to the unnatural work of shedding the blood of their countrymen, and would recover their arms and march forward they should be protected." Just then one of the soldiers at the front shouldered his musket and began to march, followed by his comrades and the cheers of a great throng of citizens who had gathered during the preliminary altercation. The five carts, loaded with chests of arms, went out of Beaver Street, up Broadway to a large yard, where the arms were deposited, to afterward form part of the equipment of the first New York troops raised under the orders of the Continental Congress. This audacious exploit is commemorated by a bronze tablet on the wall of the building at the northwest corner of Broad and Beaver Streets, the scene of its enactment. Marinus Willett, who was a native of Jamaica, L. I., born July 31, 1740, was a lieutenant in DeLancey's regiment, serving under General Abercrombie in the French and Indian War, in 1758. He became an ardent member of the Sons of Liberty, captain in the first Revolutionary regiment organized in New York, was promoted lieutenant colonel in 1777, and colonel in 1779; distinguished himself at Fort Stanwix, and continued actively in the field during the Revolution, making the last attack of the war, on the British at Oswego, in February, 1783. He was appointed by President Washington, in 1792, commissioner to treat with the Creek

Indians. He was a member of the New York Assembly, 1783-1784; sheriff of New York, 1784-1792, and mayor of New York, 1807-1808. He was actively engaged in the War of 1812, and died August 22, 1830.

When Governor Tryon took the seals of office from Cadwallader Colden, in June, 1775, he took with their possession about all there was to remind him that he was governor. The chief activity was the organization of troops. The counties of New York, Albany, Ulster and Dutchess each furnished a regiment on the first call of the Continental Congress for the organization of "The American Continental Army." The First (or New York City) Regiment was organized with Alexander McDougall, colonel; Rudolphus Ritzema, lieutenant colonel; and Herman Zedwitz, major. John Lamb was made captain of the company of artillery. These officers were commissioned June 28, 1775, three days after Tryon's return.

Lamb's Artillery Company caused the first interchange of hostile shots. Under orders from the Provincial Congress the company, supporting a considerable party of citizens, went, about eleven o'clock on the night of August 23d, to the Battery to remove the guns that were mounted there; and while they were engaged in the work, one of the Asia's boats coming near enough to discover what was being done, fired a musket as a signal to apprise the Asia of the activity of the Americans, and Lamb's men replied with a sharp volley from their muskets. Soon after, the firing of ordnance from the ship began, and nine, eighteen and twenty-four pound shot began to fly shoreward, as well as musket balls fired by the marines. Some of the houses on Whitehall Street, near the fort, were damaged in their upper stories, and three men were wounded. But all the pieces of cannon that were mounted on carriages were secured by the party, who carried off twenty-one guns. One of the Asia's misdirected shots went through the roof of the famous and historical tavern of Samuel Fraunces, who, because of the dark tint he had acquired through his French West Indian blood, was popularly known as "Black Sam." Freneau, the most notable of the American patriot poets of the period, commemorates this casualty in a satirical poem, including the following quatrain:

Scaree a broadside was ended 'till another began again.  
By Jove! It was nothing but fire away Flanagan!  
Some thought him saluting his Sallys and Nancys  
'Till he drove a round-shot thro' the roof of Sam Francis.

Captain Vandeput, of the Asia, calling upon Mayor Hicks the following day, protested against the action of the Continentals in carrying off the guns, with significant threats to become effective in the event of future demonstrations of the kind.

The most difficult problems of the Provincial Congress were occasioned by the excessive zeal of the more radical patriots, some of whom perpetrated acts of lawlessness directed against citizens of Tory politics, which the Committee of Safety were unable to prevent. Large numbers of loyalists left the city, and many of those whose sympathies were with the Revolution also left New York with their families for places less exposed to the possibilities of active warfare. On October 13th, Governor Tryon sent word to Mayor Hicks that he had been advised that the Continental Congress had recommended that the Provincial Congress "should seize the officers of this government, and particularly myself by name," saying that such an attempt would meet with stubborn resistance from the king's forces. He also declared his wish to go



SOUTHWEST VIEW OF NEW YORK FROM BEDLOE'S ISLAND

on board the Asia with his wife and family and his private effects, and would like the local authorities to protect him from interference in carrying out this resolution. In answer, he received, through the mayor, a communication from the Committee of One Hundred, declaring that the report of which he spoke was unfounded, and expressing in most polite terms a hope that His Excellency would continue his residence among a people who had "the most grateful sense of his upright and disinterested administration." To this missive the governor made an equally courteous rejoinder, but removed to the Asia with all possible despatch.

Isaac Sears, who was himself a member of the Committee of Safety, committed one of the most flagrant violations of its rules by heading a company of armed Connecticut horsemen, and with them at noon rode up to the printing office of James Rivington, editor and publisher of the New York Gazetteer, which they entered and, after breaking up the presses, carried off all the type to New Haven. The same party had, the day before, arrested three of the

leading citizens of Westchester for pernicious political activity on the royal side. Although the horsemen received an uproarious ovation when they returned to Connecticut, their conduct was condemned by the Committee of Safety, which endeavored to get the Provincial Congress to act in the matter. The Congress addressed the governor of Connecticut in regard to the matter, asking that the stolen property should be restored to its owner, and Rivington addressed the Continental Congress asking for protection, but nothing was done about the matter, the public mind being occupied with more important matters.

Washington learned early in January, 1776, of the proposed departure of Sir Henry Clinton from Boston with an expedition which he believed was intended to bring about a British occupation of New York. He therefore ordered General Charles Lee to assemble a volunteer army quickly and march to New York, to put the city in the best possible condition of defense. There was much opposition to the military occupation of the city, and deputations waited upon General Lee to convey them. The people of New York were more hopeful of a compromise with the British government than were those of New England, and while the number who justified Britain's arbitrary legislation which had brought on the Revolution was confined to only a few of the more aristocratic class, there were many, even among the Whigs, who were at heart only reformers and not revolutionists, and whose highest hopes went no further than a substitution of the Assembly for the Parliament as a taxing body, with, perhaps, a representation of the colonies in the British Parliament. Those who favored immediate independence were probably in a minority. There was a general dread of military occupation, and when General Lee entered the city there was great alarm among the inhabitants, and a large requisition for carts and boats to remove families from the city. Lee came in with fifteen hundred Connecticut troops on Sunday, February 4th, the same day that brought General Sir Henry Clinton to Sandy Hook with the British contingent. Sir Henry came up to the harbor to consult with Governor Tryon and to look over the situation, and he expressed great surprise when he was not allowed to land. He declared that he could not understand why there was so much alarm on his account; that the place was his boyhood home, to which he was much attached (he was son of Admiral George Clinton, who had been governor of New York from 1743 to 1753), and he sent for Mayor Hicks and asked him to assure the people that he had only come on a visit.

Lee busied himself with defenses, throwing up barricades and bordering the island with earthworks on which he mounted more than a hundred guns. He chopped into some prized timber preserves for material and temporarily spoiled the beauty of several garden spots, and he was impatient of complaints, showing it by military bluntness of speech. Congress voted eight

thousand men for the defense of the city, on March 14th, and requested the governors of New Jersey to have their militia ready to march to New York on short notice. Tories were still leaving the city as fast as they could, and had set up some temporary buildings on Bedloe's Island as a first way station, but the Continental troops burned the buildings, carried off the tools which were being used for making intrenchments, and also carried away stores of clothing and an abundance of poultry.



FRANKLIN HOUSE, 1760

184 Pearl Street, Franklin Square. Residence of Washington when inaugurated, 1789

General Israel Putnam was sent to supersede General Lee on April 4th, and continued the preparations, fortified Red Hook and Governor's Island and protected the heights of Long Island opposite the city by a chain of redoubts, from Gowanus north to Wallabout Bay. Three companies of the rifle battalion were sent to Staten Island to act as a corps of observation, and in the early part of April had a sharp skirmish with boats' crews coming ashore for water, in which two or three British seamen were killed and a dozen captured. The Asia went out through the Narrows, to be ready to welcome the expected fleet. General Washington arrived in New York, April 14th, from Cam-

bridge, inspecting, on the way, the brigades of Greene and Spencer, who were making a slow march to New York because of the bad condition of the roads. When he arrived he inspected all the preparations that had been made, and added some practical suggestions.

More than by the military preparations, Washington was tried by civic obstruction. The enemy drawing near was composed of perfectly trained troops. His own forces were chiefly made up of untrained and untried farmers and working people unaccustomed to arms. Around him in the city were friends and foes, the latter including several thousands of citizens whose sympathies were in favor of British rule, and neutrals, who taking no sides, were much incensed at the order which prevented them from trade and correspondence with the Asia in the harbor. The Committee of Safety showed great reluctance about turning over the city to military rule, and Washington replied to their objections in a letter characteristic of that great man, declaring his great desire to go hand in hand with the civil authority, and the reluctance and pain which it caused him when his manifest duty compelled him to encounter the local convenience of individuals or even of a whole colony, but that in the present important contest it was necessary to prefer the least of two evils, and he added: "In the weak and defenseless state in which this city was some time ago, political prudence might justify the correspondence that subsisted between the country and the enemy's ships of war; but as the largest part of the Continental troops is here, as strong works are erected and erecting for the defense of the city and harbor, these motives no longer exist, but are absorbed in others of a more important nature." After further remarks pertinent to the subject, he concludes: "In effecting the salutary purposes above mentioned I could wish for the concurrence of your honorable body. It certainly adds great weight to the measures adopted when the civil authority coöperates with the military to carry them into execution."

Washington, after Howe's evacuation of Boston, had sent General Thomas to Canada to head off an attack from that section, but the troops under that command had been driven back and were now in a fever-laden camp on Lake Champlain, and large detachments had to be sent to reinforce that army. The political situation was becoming tense. Congress contained many who were disheartened by the defeats which had thus far been registered by the patriot army. As a whole, it was determined to uphold the popular cause, but as to policies was much divided, and lacking in harmony. The Virginia Convention had passed a resolution favoring independence, and later resolutions were passed in North Carolina, Massachusetts, Virginia, Connecticut and New Hampshire, in order, instructing their delegates to concur with other colonies in declaring independence.

The plan of the British began to develop. Howe was to attack New York, ascend the Hudson and meet an army from Canada, thus cutting the provinces in two, while Clinton should occupy the southern seaports, driving the Americans back to the interior. Great Britain had made arrangements for an auxiliary force of mercenary troops from Germany, whose participation made the name "Hessian" an opprobrious one for many years after in America.

While making preparations to meet the enemy, whose approach was now certain, Washington found it necessary to deal with a conspiracy at his door. Tryon, on the Asia, had found means, with the aid of some loyalists who remained in the city, to corrupt with bribes some of those who had access to the American headquarters. A vagrant, who had been imprisoned for some minor offense, gave the first clew which led to the arrest of David Matthews, who, in the summer before, had taken the Tory side in the altercation with Marinus Willett about the guns at Broad and Beaver Streets, as well as several other citizens, including a gunsmith, and private Thomas Hickey, who was a member of General Washington's body-guard. The charge was a conspiracy to capture or assassinate Washington and his principal generals, to blow up the magazines and to spike the guns. The investigation which followed showed transactions in small arms and ammunition between Matthews and others on one side, and Governor Tryon on the other, but they were let go; but as the guilt of Hickey was clearly proved, he was convicted "of mutiny and sedition and of holding treacherous correspondence with his country's enemies," and sentenced to death. He was hanged June 28th, in the presence of a large concourse of citizens, and of the troops.

The first sail of the British fleet came within sight of Sandy Hook on June 29, 1776, and was followed by the others until, on July 2d, there were 130 vessels in the upper and lower bays—the greatest fleet that had ever been seen in America. General Howe, who arrived July 1st, on the Greyhound, was visited by Governor Tryon, from whom he received a full and detailed account of the preparations made by Washington. The British troops landed and made camp on Staten Island, the American riflemen having before that been withdrawn.

On June 7th, Richard Henry Lee had risen in the Continental Congress and read: "Resolved, That these United Colonies are and ought to be free and independent States, and that all political connection between us and the State of Great Britain is and ought to be dissolved." John Adams, in a glowing and impassioned speech, had seconded the motion. It was not immediately adopted, although it evidently expressed the views of the majority of the membership. Some States had already expressed them-

selves as favorable to independence, but others (as New York) were deliberating, and therefore they favored a postponement. One recommendation of the Continental Congress was, that the respective colonies should each take up a form of government for themselves. Therefore the Provincial Congress had, on motion of Gouverneur Morris, called a convention to meet June 19th, when delegates were elected for a new provincial body, to meet July 9th, at White Plains, which became the temporary capital.

The Declaration of Independence, adopted at Philadelphia, July 4th, was published to the troops in the city on their several parades, in obedience to Washington's order, which ended with an appeal to every soldier to act with fidelity and courage, "as knowing that now the peace and safety of his country depends (under God) solely on the success of our arms, and that he is now in the service of a State possessed of sufficient power to reward his merit and advance him to the highest honors of a free country." The troops and patriotic citizens were greatly elated by the news, but there were no salutes or other exercises wasteful of powder. At night, however, the statue of George III was overturned from its pedestal and carried away. The statue, which was of lead heavily gilded, was afterward, for the greater part, melted into bullets for the use of the Connecticut troops. The destruction of the statue called forth a rebuke from headquarters, but its terms were not very scathing.

The same day, at White Plains, the newly elected body met, adopted the name of "The Convention of the Representatives of the State of New York," and adopted the Declaration of Independence, which was publicly read to an assemblage of the people of White Plains. In New York the Committee of Safety proclaimed a meeting, which was held July 18th, in the City Hall, to a great gathering, who, after the reading had been completed, tore down the royal coat of arms which had held place over the seat of justice in the courthouse, and burned it amid the plaudits of thousands of spectators, and the picture of George III, in the Council Chamber, was treated in a similar manner; another British arms, wrought in stone, in front of the City Hall, was also thrown down and broken to pieces. The same day the British arms from all the churches were ordered to be removed and destroyed, and wherever that insignia of royalty appeared, including several signs on taverns, it was destroyed.

In relation to the taking down of the king's arms, it will be of interest to quote from a letter of Rev. Charles Inglis, then rector of Trinity and its subsidiary churches, addressed to Rev. Dr. Hind: "In the beginning of July, independency was declared \* \* \* I thought it was proper to consult such of the vestry as were in town, and others of the congregation \* \* \* and I must do them the justice to say, that they were all

unanimous for shutting up the churches; and chose rather to submit to that temporary inconvenience, than, by omitting the prayers for the king, give that mark of disaffection for their sovereign. To have prayed for him had been rash to the last degree—the inevitable consequence had been a demolition of the churches, and the destruction of all who frequented them. The whole rebel force was collected here, and the most violent partisans from all parts of the continent \* \* \* All the king's arms, even those on the signs of taverns, were destroyed. The committee sent me a message, which I esteemed a favour and indulgence, to have the king's arms taken down in the church, or else the mob would do it, and might deface and injure the churches. I immediately complied. People were not at liberty to speak their sentiments, and even silence was construed as a mark of disaffection. Things being thus situated, I shut up the churches. Even this was attended with great hazard; for it was declaring, in the strongest manner, our disapprobation of independency, and that under the eye of Washington and his army." Lossing, in his Pictorial Field Book of the Revolution, says that "the arms in Trinity Church were carried to New Brunswick by Rev. Charles Inglis, D.D., at the close of the war, and now (1852) hang on the walls of a Protestant Episcopal Church in St. John."

The statement of Dr. Inglis, as to the political sentiments of the members of the Church of England, illustrates the fact that in the City of New York, at least, the political alignment and the denominational cleavage were in a large measure identical. That there were many of the patriot party who were also members of the Church of England is doubtless true, particularly in Virginia. George Washington was a member of that church. But in New York City the members of the Church of England were almost solidly of Tory politics, and those of the Presbyterian, Reformed Dutch, and other denominations were nearly all, but not quite so solidly, Whigs.

All the excitements in the city in connection with the formation of the new State government at White Plains, and the adoption of the Declaration of Independence at Philadelphia, went on with the enemy's great fleet in the harbor and the British Army preparing itself for battle in the camp on Staten Island. The Patriot Army enrolled at the several posts on New York, Long and Governor's Islands and Paulus Hook (Jersey City) aggregated 17,225, but because of not only the usual camp diseases, but also of an epidemic of smallpox, about 3700 were sick, and others were detailed on other duties until the effective fighting force was 10,514 men. Few of these were accustomed to warfare, and this was the force which General Washington had to oppose to the well-trained, seasoned and well-provisioned army of 33,000, including 13,000 Hessians, encamped on Staten Island.

Besides the regular troops, there were arriving militia of Connecticut and Long Island, of which twelve regiments of the former and two regiments of the latter came before the Battle of Long Island, but of the regular forces so many had joined on short enlistments that there were daily departures in considerable numbers. The army was in five divisions, under Generals Putnam, Heath, Spencer, Sullivan and Greene, in addition to the fourteen regiments of emergency militia and the artillery, under command of Colonel Knox. In Putnam's division were James Clinton's Brigade (four Massachusetts regiments), Scott's Brigade (four New York regiments), and Fellows' Brigade (four Massachusetts regiments). In Heath's Division were Mifflin's Brigade (two Pennsylvania, two Massachusetts and one Connecticut regiment) and George Clinton's Brigade (five New York Regiments). Spencer's Division included Parson's Brigade (four Connecticut and one Massachusetts regiments) and Wadsworth's Brigade (seven Connecticut regiments). Sullivan's Division had Stirling's Brigade (one Maryland, one Delaware and two Pennsylvania regiments) and McDougall's Brigade (two New York, one Connecticut, and one artificer regiments). General Greene's Division was made up of Nixon's Brigade (one Pennsylvania, one Rhode Island, and three Massachusetts regiments), and Heard's Brigade, composed of five New Jersey regiments.

Notable among the New York troops was the First Regiment, under Colonel Alexander McDougall, who had six years before been in jail for his too patriotic utterances; he was colonel of the regiment, organized in March, 1776, as successor to the other First Regiment which he had organized in June, 1775, but the term of which had expired after serving under Montgomery in Canada. John Lamb's company of artillery, with seventy men, had also gone to Canada, and had lost forty of its men in the hard campaign there. Captain Lamb was wounded and captured at Quebec, and the thirty survivors of his company returned to New York, in March, 1776. Its successor was a company known as the New York Provincial (later State) Company of Artillery, organized on call of the Provincial Congress in March, 1776, with Alexander Hamilton as captain; and which afterward became a part of the artillery regiment of Colonel Lamb, and served until the close of the war.

On July 12th, Lord Howe, admiral commander in chief of the naval forces on the American coast, arrived with more ships, in time to witness a military movement planned by his brother, General Sir William Howe, in conjunction with the fleet admiral. Its plan was to cut off the up-river communications of the American forces, to destroy two ships which were in course of construction at Poughkeepsie, and to encourage and organize the forces of loyalists, of whom it was reported that there were many in Westchester and beyond. For this purpose the Phoenix, forty guns, and the Rose, twenty guns,

made their way up North River under full canvas, accompanied by their tenders. They were shot at from every battery along the route, but were skillfully piloted, and though they fired broadsides from both starboard and port guns at both the New York and the New Jersey shores, they did little damage. American sharpshooters tried to pick off the sailors on the decks, but they had little chance, because the sailors were protected by sandbags piled up behind the bulwarks. Three Americans were killed by the bursting of a gun, and three more by the enemy's shots. The up-river designs of General Howe were frustrated by the activity and vigilance of the recently organized militia, under the command of General George Clinton.

Lord Howe, endeavoring to negotiate some kind of basis for peace, sent a message addressed to George Washington, Esq., but his messenger found no person of that rank to whom it could be delivered. Colonel Patterson, the next envoy, who paid more attention to diplomatic usage and proper courtesy, saw the general, and was informed that his propositions would be presented to the Congress as a matter of courtesy, but returned without the slightest intimation that peace could be now arranged upon any basis involving a recognition of George III, or any other monarch. The continuance of war was, therefore, inevitable, and the British decided on Long Island as the first point of attack. The American defenses on Long Island extended from the Wallabout Bay, across what is now the heart of Brooklyn, to Gowanus Marsh, and included three small forts and two redoubts, with field intrenchments and other fortifications. Without going into much detailed description of the movements, it may be briefly stated that on August 26th, General Washington went over from Manhattan to Long Island, where General Sullivan had been in charge, taking with him General Putnam, who was Sullivan's superior, and therefore was in general command of the succeeding battle. The British had brought an army of fifteen thousand men from Staten Island, landing its forces at Gravesend, on the 22d. Washington, after leaving orders as to the disposal of the forces preparatory to battle, returned to New York on the night of the 26th. At that time the troops on the American side on Long Island had been augmented to a total of seven thousand men, and the British force was augmented by five thousand Hessians under General De Heister.

The British plan of attack, as carried out, proved to be well devised, while the American preparation turned out to be weakest where strength was most needed. The British Army advanced by three routes against the American position, and the most important route, the Jamaica road, seems to have been least guarded, and it was precisely by this road that the British and Hessians advanced in greatest force. Parts of the American Army, under General William Alexander (Lord Stirling) and General Sullivan, stationed in advance of the principal American fortification, were defeated after a stren-

uous resistance in which Lord Stirling, in particular, showed stubborn fight against Cornwallis, in which the Marylanders especially distinguished themselves, but Generals De Heister and Grant bringing up reinforcements in overwhelming numbers, Lord Stirling was at last compelled to surrender with a few of his men to the Hessian commander. Sullivan had before that been captured with four hundred men. The British loss in killed, wounded and missing was about four hundred men, and on the American side about one thousand, of whom about eight hundred, with Lord Stirling and General Sullivan, were prisoners. Howe had captured part of the American position, and was in better shape for complete victory than before the battle. The next day was

spent by both sides in repairing damages, and the Americans brought reinforcements that day and the next, so that by the evening of the 29th the Americans had an army of nine thousand men. During the two days the rain had fallen incessantly, but there had been a continued fusillade by the pickets, and the British were making intrenchments preparatory to another attack. Washington, reflecting on the superiority in numbers and position of the enemy, concluded that the success of the British



OLD SUGAR HOUSE IN LIBERTY STREET  
The Prison of the Revolution

was only a matter of a few hours, while the opportunity to retreat to New York would be much smaller if the wind should change, as the British vessels had been prevented by adverse winds from entering the East River. The proposition to retreat to New York was submitted by General Washington to a council of general officers that afternoon and unanimously approved. An order to the quartermaster's department to impress every kind of water craft from Hell Gate around the island to Spuyten Duyvil Creek and have them all in the east harbor by dark, was executed with wonderful celerity and secrecy. Even the regimental commanders did not know until night that a general retreat was contemplated, but through the night, by oar or sail, the entire American army had crossed the river, and the next morning the British were surprised to find themselves in full possession. It was a masterful retreat and

is so regarded by military historians, while they condemn in emphatic terms the lack of American generalship in the preceding battle.

After returning to New York, General Washington began to consider a further retreat. The American troops were disheartened, and the militia were demoralized, many companies, and even whole regiments, returning home. It was want of confidence in his troops that made Washington recommend to Congress that the city should be abandoned; and he was authorized to make that move. General Greene and other general officers recommended the burning of the city on its evacuation, but Congress ordered that it should not be damaged, as it would doubtless be retaken from the enemy after a time. Public property was hastily removed to Harlem Heights, and the removal was nearly completed when, on November 14th, the British fleet began to circle the island, with frigates and transports concentrating off Kips or Turtle Bay, on East River, and near Bloomingdale on North River. The British encamped at Astoria, with detachments also on Montressor (now Randall's) and Buchanan's (now Ward's) Islands, made a landing near Kip's house (now the foot of Thirty-fourth Street), the way having been cleared by broadsides from the frigates, which falling into the low intrenchments held by the five Connecticut militia regiments, under Colonel Douglas, they stayed not on the order of their going but were on a beeline for Harlem, when Washington, meeting them at the place where the new public library now stands in Bryant Park, tried in vain to rally them, but they went on, and Washington nearly fell into the hands of the British. General Putnam, who had charge of the troops in the lower end of the island, had rallied them into marching order, and with young Aaron Burr, one of his aides, as guide, went through the woods to about Forty-second Street and East River, and thence to the Bloomingdale road at Seventieth Street, and thence to Harlem Heights (extending from St. Nicholas Avenue and One Hundred and Twenty-sixth Street northwesterly to the Hudson River), while the British later occupied Bloomingdale Heights, a parallel line of bluffs extending from St. Nicholas Avenue and One Hundred and Twenty-fifth Street and northwesterly to the Hudson River at One Hundred and Twenty-ninth Streets.

On the morning of September 16th a scouting party of Knowlton's Rangers encountered British pickets near Hogeland's house (One Hundred and Twelfth Street, near the Hudson), and had a smart skirmish with a detachment of the British Light Infantry. Presently they were followed by two battalions of that corps and the Forty-second Highlanders, and retreated slowly and in order, stopping whenever a stone fence gave opportunity to take shots at the enemy. When they neared the American lines, Washington sent reinforcements under Lieutenant Colonel Crary and Major Leitch, until finally, with British reinforcements, a thousand or more were engaged on each side.

It was a short and vigorous engagement. The British were driven back to their lines and Washington then withdrew his force. The British loss was eight officers and fourteen men killed, and about seventy wounded, while the American loss was twenty-five killed, including Colonel Knowlton, Major Leitch and two other officers, and fifty-five wounded.

Washington's headquarters were located at the Roger Morris house (afterward Madame Juinel's), which still stands, and for a month he kept his men busy erecting defenses extending from the Hudson to the Harlem, between One Hundred and Forty-fifth and One Hundred and Sixtieth Streets, and especially in strengthening the fortification of the ground overlooking the Hudson, between the present One Hundred and Eighty-first and One Hundred and Eighty-second Streets, being the highest point on Manhattan Island. Eastward the defenses extended to signal stations at Throgg's Neck. General Howe had so far attempted no concerted demonstration against the American defenses on the Heights, but prepared his plans to cut off Washington's communications and perhaps to capture his entire force. A large part of his army was taken up the Sound on flotillas, and finding Throgg's Neck an impracticable landing, moved up to Pell's Point, where debarkation was made on October 18th. Howe's movements had made his plans obvious to Washington, who determined to abandon his position on Harlem Heights, and march north parallel to the British lines, but on the opposite side of the Bronx River. General Glover, with 750 men, was sent to delay Howe's march between Pell's Point and New Rochelle, and by taking advantage of the numerous stone fences as convenient barricades they were enabled to retard the British march for several hours. Washington took up a position at White Plains, blocking the roads leading to the Hudson and to New England. At this point the two armies, each of about thirteen thousand men, came face to face, on October 28, 1776. Howe, seeing Washington's strong position, avoided an attack on the front of the American army, but sent four thousand men, in two columns, under Generals Clinton and De Heister, to gain Chatterton Hill, a rocky height west of the Bronx River, near White Plains village. To prevent this, General McDougall, with six hundred Continentals, eight hundred militia and two guns, under command of Captain Alexander Hamilton, made a rapid march, gained the hill and held it firmly against the enemy and thirty pieces of artillery, until Rahl's Hessians, who had forded the Bronx lower down, reinforced the British, making a combined attack which rendered McDougall's position no longer tenable, so he fell back in good order upon White Plains, taking with him his artillery and his wounded. The victory in this battle of White Plains (or Chatterton Hill) was undecisive. The Americans, whose losses amounted to about 140 killed and wounded, had been compelled to abandon the hill, but the British loss aggregated 229. Meanwhile Washington had thrown up hasty

intrenchments, and Howe postponed further attack. Lord Percy, with reinforcements, came up on the 30th, and the British would probably have attacked the next day, but a violent storm came up, and on the evening of the 31st Washington took advantage of it to retire to an unassailable position at North Castle, about five miles northwest of White Plains.

General Howe, having failed in his flank movement against the main body of Washington's army, turned his attention to Fort Washington, which was being held by Colonel Magaw, with three thousand men. His plans were aided by the treason of William Demont, Magaw's post adjutant, who deserted, November 2d, carrying with him the plans of Fort Washington, by means of which the designs of the invaders were made more precise. General Greene, when he left Fort Washington for Fort Lee, on the opposite side of the Hudson, had full confidence in the ability of its defenders to hold it. Howe invested the fort, on November 15th, and commanded the garrison to surrender on pain of being put to the sword. Magaw replied that he would hold the fort to the last extremity. The next day the British attacked in four divisions, led, respectively, by General Knyphausen and General Matthews (supported by Lord Cornwallis), Lieutenant Colonel Sterling and Lord Percy. Soon after daybreak, the cannonading began, and it continued with great fierceness on both sides until noon. Knyphausen's Hessians then advanced in two columns, of which one, under General Rahl, took a circuitous route to the summit and penetrated Magaw's advanced works. The other column took a straight course up the steep hill, facing a disastrous and galling fire from Colonel Rawling's sharpshooters. The Second Division, under Matthews, making good their landing, forced the opposing Americans from their sheltered positions behind trees and rocks up a steep and stony hill; the Third Division, under Sterling, landed under a heavy fire, and succeeded in carrying the first redoubt, after a stubborn fight. Percy's Division, with equal intrepidity, carried other advanced works, and at last, on receiving a second summons from Howe, Magaw, seeing further effort to be useless, surrendered the fort, forty-three pieces of artillery and 2634 men, who became prisoners of war. The capture of Fort Washington, and of Fort Lee, across the Hudson, which General Greene evacuated five days later, caused great consternation throughout the United States. The Americans had lost 150 killed and wounded, and the British, five hundred. Fort Washington was renamed Fort Knyphausen, in honor of the Hessian general who led in its capture.

## NEW YORK UNDER BRITISH MILITARY RULE REDCOATS, HESSIANS AND LOYALISTS THEIR INTERESTS AND THEIR DIVERSIONS

New York was now a loyal and a Tory city. Its joy at becoming such, and the happenings thereafter, as seen through Tory spectacles, have been narrated by Ewald Gustav Schaukirk, pastor of the Moravian congregation at New York, born at Stettin, Prussia, emigrated to New York in 1774, and appointed to his pastorate in 1775. On September 15, 1776, he tells us that "the king's flag was put up again in the fort and the Rebels' taken down," and rejoices at the delivery of the city from the "usurpers" who had "oppressed it so long." The next day, the first of the English troops came to town, and with them Governor Tryon and other British officials.

The rejoicing was unanimous. The only people who were openly known as adherents of the American cause were in the numerous prisons, and the Whigs, who were with Washington's ragged army in the Jerseys, or who had gone away to more friendly surroundings, were not on hand to disturb the festivities. Such of these as had left property behind were remembered to the extent that their houses were marked as forfeited. There were many who were strangers in town, who took part in the ceremonies. They were Tories from Westchester, Long Island, and other parts of New York, Connecticut and New Jersey, who felt safer in New York, under Loyalist auspices than they did among their "rebel" neighbors.

Ten days after the king's troops entered the city occurred a disastrous fire, which, beginning in Whitehall Street, spread north and west, destroying part of Broad, Stone and Beaver Streets, then up Broadway, and the streets extending west of Broadway, to the Hudson River. Trinity Church, in spite of heroic efforts to save it, was destroyed, as was also the old Lutheran Church, and St. Paul's Church was only saved by almost superhuman efforts. The progress of the flames was checked by the King's College grounds, at Mortkile (now Barclay) Street. In the path of the flames were many wooden buildings, and each of these added to the more rapid spread of the flames. In 1761 there had been an ordinance passed to the effect that no wooden buildings should be erected after 1766, but the time was afterward extended to 1774. There was no effective way of fighting the fire. The fire engines were out of order, and most of the members of the volunteer fire company were with the American Army, either in

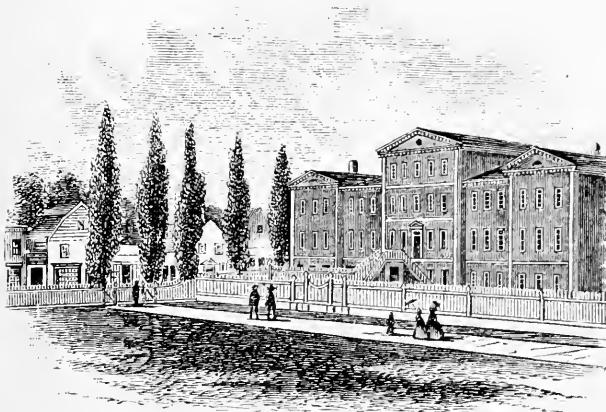
the North or in the Jerseys. So the fire practically burned its course. Of course, the British suspected that the fire was the work of "rebels," and made several arrests, but all those arrested were acquitted, for the reason that nothing could be proved against them. In all, about 500 houses were destroyed.

The day after the fire a scene was enacted, which created no excitement in the town, at the time, but which placed an otherwise obscure name among the immortals. It was the execution of a rebel spy, who, while Washington was in Harlem, had been sent to gather needed information in regard to the British forces in Long Island. His name was Nathan Hale, born in Coventry, Conn., in 1756. He was an honor graduate of Yale, in the Class of 1773, taught school at East Haddam for a term, October, 1773, to March, 1774, and after that at New London, until July 1, 1775, when he became first lieutenant in Charles Webb's Connecticut regiment, served in recruiting duty in New London, and afterward at the siege of Boston. He was commissioned a captain in the Continental Army, and saw active service in the battle of Long Island. When detailed on his final duty, he was a member of Knowlton Rangers. When given the commission to visit the royal camp, for which he had volunteered, he disguised as a Dutch schoolmaster and entered the British lines, secured and noted the desired information, and was about to return, on September 21st, when he was recognized and captured. The next morning he was hanged as a spy, after a night in which he had been deprived, by the brutal provost marshal, Cunningham, of all comforts, even of a Bible, or clergyman, and met his fate with soldierly courage and the brave statement: "I only regret that I have but one life to lose for my country." A magnificent monument to this brave young patriot stands in City Hall Park, the work of the sculptor MacMonnies.

The patriots, who were held as military prisoners, were neglected and mistreated in the most shameful way. There were nearly five thousand of these prisoners confined in the prison ship Jersey, the Bridewell on the Common, and in jails improvised from the Brick, Middle Dutch, North Dutch and French churches, the sugar houses, King's College, and the "New Gaol," or "Provost," which was, according to Pintard, "destined for the more notorious rebels, civil, naval and military." Among its inmates were Colonels Magaw, Rawlins, Allen, Ramsay, Miles and Atlee; Majors Bird, West, Williams and DeCoursey; Captains Wilson, Tudor, Edwards, Forrest, Lenox, Davenport, Herbert, Edwards and others. Cunningham, the provost marshal, his deputy, O'Keefe, and the commissioners, Loring, Sproat and others in authority, treated the American soldiers with inhuman cruelty. The prisoners were compelled to sleep on hard oak planks, and

packed so close that they could only turn by word of command, "left" or "right." They were given no fuel, little food, and that, generally, of quality unfit for human consumption. The infamous Captain Cunningham ended his career on the gallows, being executed, in London, for forgery, August 10, 1791, and he confessed not only to the cruelties mentioned,

and to starving prisoners by stopping their rations and selling them, but also to secret executions of 275 American prisoners and "obnoxious persons." The treatment of prisoners on the Jersey and other prison ships was also brutal.



THE BRIDEWELL AND A PORTION OF BROADWAY, 1805

then laid quiet, waiting for the freezing of the ice to capture Philadelphia. Washington, crossing the Delaware with boats, amid floating ice, surprised and captured a Hessian force at Trenton, and on January 3, 1777, fought the successful battle of Princeton, which revived the hopes of the patriots and gave them confidence in the ultimate success of their cause. The British retired to New York, where they made things lively, and where were gathered many regiments—English, Irish, Scotch and Hessian, not to forget the American "Loyalist" troops chiefly recruited in New York City and vicinity. Among these were Simcoe's First American Regiment, or "Queen's Rangers"; Rawdon's Second American Regiment, or "Volunteers of Ireland;" Turnbull's Third American Regiment, or "New York Volunteers;" Brown's "Prince of Wales" American Regiment; Robinson's "Loyal American Regiment," and "DeLancey's Brigade" (three regiments), commanded by Colonel Oliver DeLancey, the brother of the late lieutenant governor. He was the most zealous of the Royalist party in New York, and James DeLancey, son of the late lieutenant governor, was also of the same party. Colonel DeLancey had made himself so obnoxious to the Liberty Boys that a party of them, under the leadership of Martling, one of their more reckless spirits, came down from the American lines, on November 25, 1777, and burned his house at Bloomingdale as a mark of their detestation.

Washington, after leaving New York, marched his army through New Jersey, toward Philadelphia, followed hard by the British under Cornwallis, who successively took Newark, New Brunswick and Trenton,

At the close of the War of Independence his estates, and those of James DeLancey, were confiscated, and he went to London, where he died.

In the early part of 1777, Rivington, whose press had been broken by Isaac Sears and the Connecticut Cavaliers, returned to New York and resumed the publication of his paper, now called the Royal Gazette. Hugh Gaine published The New York Gazette and Weekly Mercury. Holt's Journal, which had left New York, was somewhat nomadic about this period, moving from place to place along the Hudson, and the patriot government had located at Kingston. There, in April, 1777, the Constitutional Convention assembled and framed the first written Constitution of the State of New York. The office of governor was made elective and George Clinton was elected the first governor, in which office he continued for eighteen years. John Jay was appointed chief justice, and Robert R. Livingston chancellor of the new State; and Philip Livingston, James Duane, Francis Lewis, William Duer, and Gouverneur Morris were appointed delegates to the Continental Congress.

While the American prisoners were starving and neglected in the prison houses and prison ships of New York, and dying by the dozens daily, the British and Hessian officers and their wives, and Loyalist citizens, with their wives and daughters, were living a life of gayety. Prices, for food especially, were very high for the area from which supplies could be drawn for the British camp; for New York then was only extended over a small adjacent area from which the producers had in a large measure fled. Such things as could be imported—fabrics and trinkets from London and other Old World markets—were displayed in the fashionable shops, which were then chiefly located in Hanover Square. Society was gay, and its votaries met nightly at dinners and routs, or attended the performances at the Theatre Royal in John Street, where performances were given by gifted amateurs selected from the officers of the army, under the title of the "Garrison Dramatic Club." There was, if the contemporary critics may be credited, much talent in the company, which included comedians and tragedians, the younger subalterns taking the female characters. The chief scene painter was Oliver DeLancey; but the most versatile of the company was the young officer André, who was not only chief among the romantic heroes in the company, playing Romeo and other similar rôles, but was the author of plays and prologues, and also aided in painting.

David Matthews continued as mayor of New York during the entire British occupancy of the city, and there were other civil officers, but the government was vested in the military commandant, of whom General James Pattison was the first and most popular. He was distinguished for

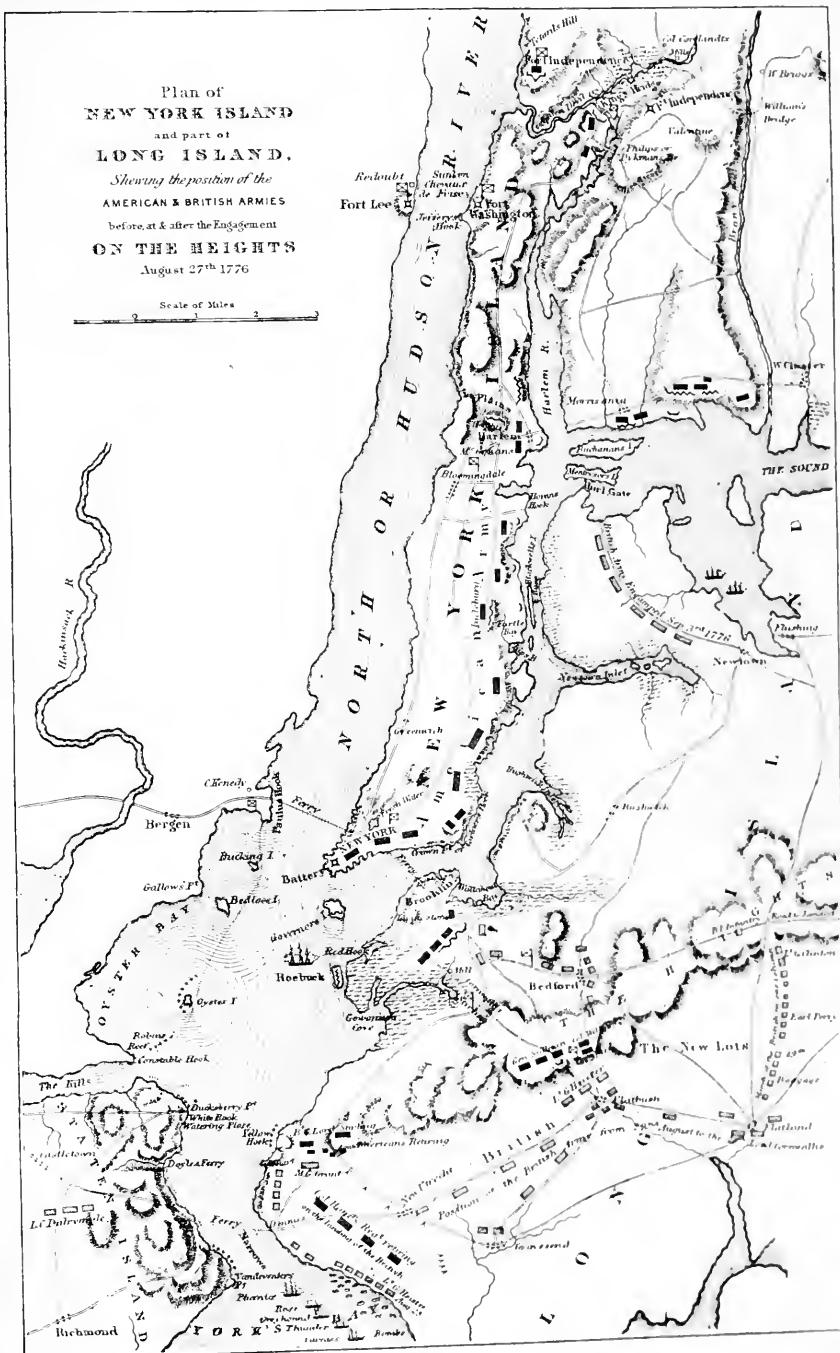
urbanity of manner and unfailing courtesy. He regulated the city with autocratic power, and managed, upon the whole, to give satisfaction to the inhabitants.

Meanwhile the war progressed with varied fortunes. Silas Deane and Benjamin Franklin had been doing effective work in Paris and Versailles in the endeavor to secure from France recognition of the new republic. Formal recognition was delayed, but private assistance in money and supplies was forthcoming. Liberty-loving Europeans offered their services to the patriots and the Marquis de La Fayette, Baron Steuben, Baron De Kalb, Kosciuszko and Pulaski were among the men of heroic mould who came to the American army.

In the summer of 1777, large reinforcements went out of New York to join the forces which hoped to crush Washington and the rebellion at one *coup*. On September 11th, they had opposed their eighteen thousand men to eleven thousand Americans at Chadd's Ford, on the Brandywine Creek, and had won a victory which had enabled Lord Howe to occupy Philadelphia, and had compelled the Continental Congress to adjourn first to Lancaster and afterward to York, in Pennsylvania. Washington made an unsuccessful attack on the British at Germantown, on October 4th, and early in September went into winter quarters at Valley Forge, where his troops suffered greatly from cold and hunger.

In the North, the British general, Carleton, had made elaborate plans for the capture of the entire State of New York, and thus separate New England from the other rebellious colonies. The endeavor to carry this program into execution was entrusted to General Burgoyne, who, with a force of seven thousand British and Hessian soldiers, and perhaps as many Canadians and Indians, started on what he expected to be a triumphal march from Canada to the lower Hudson. The plan included the coöperation of another force of Loyalists and Indians, under Lieutenant Colonel St. Leger, who was to go up the St. Lawrence to Oswego, and with the assistance of Sir John Johnson and his Indians, capture Fort Stanwix, march down the Mohawk Valley and join General Burgoyne. St. Leger effected the junction with Sir John Johnson and his Indians under Joseph Brant, but failed to capture Fort Stanwix, and after the battle of Oriskany, August 6, 1777, in which a force of Americans under General Herkimer administered a signal defeat to his allies, St. Leger, hearing of the near approach of another American relieving force under General Benedict Arnold, hastily retreated into Canada and gave up his part of the campaign planned by Carleton.

Burgoyne had no better fortune. At first he was greatly delayed by felled trees and ruined roads. He sent out a large force of over thirteen hundred British, Hessians and Indians, who were to capture the American depot

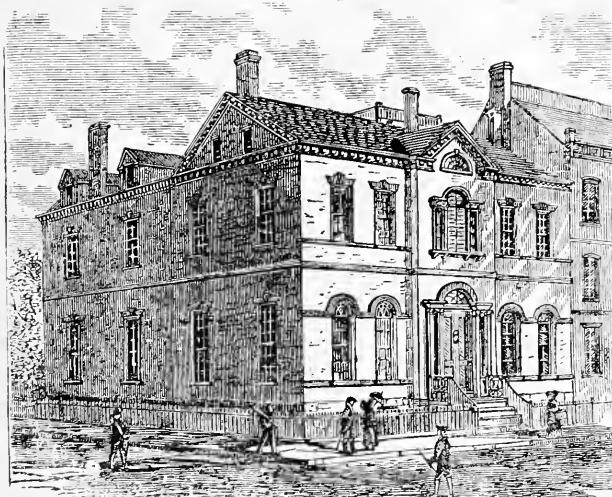


of supplies at Bennington, but who were crushed and nearly annihilated, on August 16th, by a force of about two thousand militia under General Stark, the British loss being 207 killed and 700 captured (including the wounded), and the American forty killed and forty-two wounded. Following this defeat, many of the Canadian and Indian allies deserted. Burgoyne went on, but after two defeats at Saratoga, on September 19th and October 7th, he was compelled to capitulate to General Gates, October 17th, the Americans taking between five and six thousand prisoners and much artillery.

This capture of an entire army has been regarded as the turning point of the war. It gave heart to the Americans, and was especially valuable for its effect on the international relations of the United States and hurried the execution of a treaty of alliance with France, which was ratified. In the city of New York the news was very depressing to the Loyalists, some of whom became less effusive in their loyal zeal. At first there was a feeling among

the New York Tories that Great Britain was invincible, and that short work would be made of the rebellion as soon as the Royal forces could get into good working order. But after Saratoga they had their doubts, and they greatly moderated their loyalist ardor.

The military headquarters were at No. 1 Broadway, in a house which was built by Sir Peter Warren and was afterward acquired by John Watts, whose daughter, Mary, married Captain Kennedy (afterward Earl of Cassilis). It



No. 1 BROADWAY IN REVOLUTIONARY TIMES

had thus become known as the Kennedy House, while the adjoining house, No. 3, known as the Watts House, became headquarters of the traitorous Benedict Arnold, in his efforts to recruit Americans for the king's army and to persuade Continental officers to desert their colors and join the corps he was endeavoring to raise. The naval headquarters were in the Beekman House, on Hanover Square, at Beaver Street, on the site where the Journal of Commerce building was afterward located before the removal of that newspaper to Broadway. This house had been the naval headquarters and rendezvous of the navy before the Revolution, and continued to be during the entire war. When

the Duke of Clarence (afterward William IV) came to New York as a midshipman with Admiral Digby in the St. George, in September, 1781, he made this house his place of resort when on shore. His Royal Highness was a centre of much attraction, but during the winter seemed to most enjoy skating on the Collect Pond (site of the present Tombs Prison), where one of his companions was Gulian Verplanck (afterward president of the Bank of New York), whose timely aid at one time affected the future history of Great Britain by rescuing the young prince, who had fallen through the ice, from a watery grave. Horatio Nelson, then a young captain, was also to be seen about the Beekman House, in 1782.

A fire which broke out on Cruger's Wharf, August 3, 1778, spread until it destroyed about fifty houses. Many other incidents occurred which were news then, but do not belong to permanent history. The King's and Queen's Birthday, Coronation Day, and other British occasions, were celebrated in military style, and when British victories were reported, demonstrations of rejoicing were made by the military and the wealthy citizens. But the high prices and poor opportunities had a depressing effect on the poor. There have been preserved valuable documents giving an insight into social conditions in New York. One of these is "Letters and Journals of Madame de Riedesel," wife of General Riedesel, who, after being captured with Burgoyne's army at Saratoga, was a prisoner for nearly three years, and after his exchange lived in New York. His wife was a great social favorite in New York, and her journals give a familiar picture of polite society during the British occupation. She tells of the many functions, some of which were too fast for her; describes her life during her stay at the Beekman mansion, a beautiful country place (near the foot of Fifty-second Street and East River), which was occupied successively by distinguished British officers during the occupation. Many of her comments deal with domestic affairs, and the dearth of provisions and fuel seem to have been chief of her woes. The other chronicle, the diary of Pastor Schaukirk, of the Moravian congregation, whose Toryism was of the most pronounced type, gives us an inkling of the contemporary view. He records a rumor that "the rebels made an attack on Powles (Paulus) Hook," as Jersey City was then called, referring to the brilliant dash on the British post there by "Light Horse Harry" Lee, August 19, 1779, and reflects upon the fact that the rebels had taken some prisoners on that attack as being "another instance of the great carelessness on our side, when on the other hand, the military gentlemen amuse themselves with trifles and diversions." On a previous occasion, a celebration of the Queen's Birthday, with "a ball that cost two thousand guineas and over three hundred dishes for supper," was considered by the reverend

critic as carrying matters "too far in expense in such times of distress and calamity."

Great rejoicing was made over the news of the surrender of Charleston (May 12, 1780), and the defeat, on August 16, 1780, of General Gates, at Camden, South Carolina, by Cornwallis.

The treachery of Benedict Arnold, and the capture and execution of Major André, in September, 1780, was one of the incidents in which New York was most interested, as André was one of the most popular of the officers in New York society. Arnold, who was commissioned brigadier general in the British army, had little success in recruiting for the Royal Army in New York.

The control which Cornwallis had gained in the South was broken by a reverse at King's Mountain, October 7, 1780, and after General Greene had been placed in command of the American forces in that region the contest became sharp and decisive. Morgan overwhelmed Tarleton, the British cavalry leader, at the Cowpens, January 17, 1781, and while Cornwallis won victory at Guilford Court House, it was dearly bought. French aid had much to do with the final success of the patriot arms, and the surrender of Cornwallis, at Yorktown, October 19, 1781, made the triumph of the American cause a certainty.

Sir Henry Clinton, then in command of the forces in America, was recalled after the disaster at Yorktown, and was superseded by Sir Guy Carleton, who soon arrived in New York. Meanwhile, Washington, after sending General Arthur St. Clair with a strong detachment to the Southern army to reinforce General Greene, dispatched the remainder of his army to Morristown, New Jersey, except some of the New York troops, which were dispatched to the camp in the Highlands of the Hudson. In April, Washington, who had been in consultation with the Congress at Philadelphia, went to Morristown, and thence, after a few days, to Newburg.

The news of Yorktown brought consternation to the ministry of Lord North, in England, and the Peace Party in Parliament manifested such power that on March 28, 1782, the premier resigned, and Lord Rockingham, leader of the opposition, formed a ministry and instructed Sir Guy Carleton to negotiate for an early treaty of peace. After correspondence and negotiations through the summer, preliminary articles of peace were signed at Paris, November 30, 1782, followed, on September 3, 1783, by a definite treaty on the part of Great Britain, recognizing the independence of the United States, and fixing the Great Lakes, on the north, and the Mississippi, on the west, as the boundaries of the new nation.

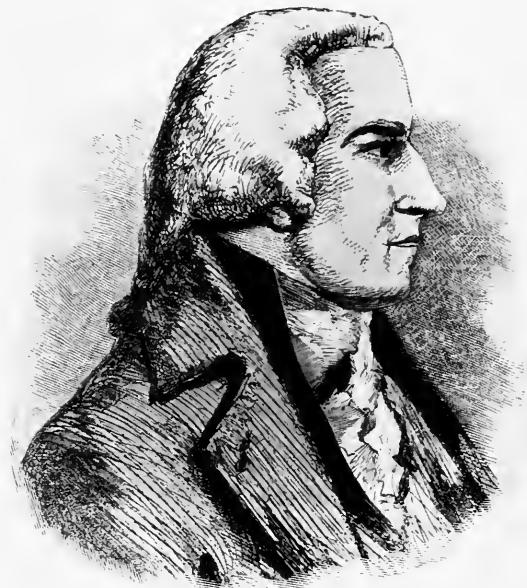
On the eighth anniversary of the battle of Lexington, April 19, 1783, a cessation of hostilities was proclaimed in the American camp, and on November 3d, the Continental Army was disbanded by order of Congress. On November 25th General Washington entered the city by the Bowery, while the British troops were embarking at the Battery, until they filled the ships in the harbor, and sailed down the bay. General Washington stopped at the Bull's Head Tavern, in the Bowery.

When the preparations for evacuation began, the Loyalists were left with unpleasant alternatives. Those who were wealthy and had been aggressive in the royal cause, had to look forward to the confiscation of their property. If they stayed, it would be with the brand of Tory, which remained an epithet of opprobrium for many decades, and with many annoyances from the patriots, some of whom were even then returning. They could go to England, or to Nova Scotia, and many did. Prisoners of war were let out of prisons and prison ships and paroled. It had been arranged that the British troops should be permitted to remain on Staten Island, New Utrecht and Dennis', until such time as might be necessary for the troops for whom transportation was not at once available. Besides the troops, it was necessary to transport the refugee Loyalists, of whom 29,244 left New York for Nova Scotia that year.

The entry of the patriots into New York was on this wise: 800 men (New York and Massachusetts troops and militia), under Brevet Brigadier General Henry Jackson, had for several days camped at McGowan's Pass (near the northeastern entrance of Central Park), and when notified that the rear guard of the British were embarking at the Battery, they marched in triumph to the city, down the Bowery to Chatham, to Queen (now Pearl) and Wall Streets and Broadway, to Fort George, where General Knox took charge. The flagstaff had been soaped by the enemy, and the cleats and halyards removed, but a visit to Goelet's hardware store soon enabled a nimble sailor to nail on cleats, reeve new halyards, and fling the Stars and Stripes to the breeze, saluted by thirteen guns. Then Governor Clinton, who had come into the city with Generals Washington and Knox, appeared opposite the right of the line on Broadway, and received the salute appropriate to his rank, while the troops stood at attention. Following this, a great procession, mounted and afoot, went back to the Bull's Head Tavern to a great reception, which had been arranged to honor General Washington and Governor Clinton. It was a happy outpouring of people that greeted the great commander and the popular governor. Exiles had been returning for days, but now that the enemy was gone they poured in by the thousands, and everyone wished to add his enthusiastic greetings to the great general. When the greetings had sub-

sided the general made his way to Fraunces' Tavern, where he stayed until he left the city.

On December 4, 1783, Washington, who was about to resign his commission and return to private life, took leave of his comrades in an impressive and historical meeting at Fraunces' Tavern, where the officers grasped the hand of their commander in chief, and with every mark of affection, they then followed him to the wharf, at Whitehall, where he entered the barge waiting to convey him to Paulus Hook, and from it he was soon waving a silent adieu.



*Alex Hamilton Esq*

## NEW BIRTH OF NEW YORK UNDER REPUBLIC INAUGURATION OF WASHINGTON AS PRESIDENT NEW YORK AS NATIONAL CAPITAL

On December 5, 1783, Admiral Digby, with the last of the British fleet, departed from Staten Island with the last vestige of British authority on New York soil. It had been New Amsterdam and Dutch, New York and English, Fort Orange and Dutch again, once more New York and English, and it was still New York, but now and always American, although no city in the world is more cosmopolitan.

The city was greatly changed in population. The Royalists, in the first place, had departed. In Nova Scotia Thomas Barclay and William Axtell, merchants, Colonel Edmund Fanning, Dr. Charles Inglis, rector of Trinity, William Smith, who had been chief justice of the colony and its first historian, and many more had taken up their permanent residence. Several others had gone to Montreal and Quebec, and other places in Canada; some to the West Indies, the Bermudas and Bahamas, and many of the more wealthy, including Oliver and James DeLancey, William Bayard, Hon. Andrew Eliot, the lieutenant governor, Judge Thomas Jones, Colonel Roger Morris, and George Ludlow, had lost their estates by confiscation and spent the rest of their days in England. Many of the Whigs who had moved away from New York because of their patriotism, had so established themselves in the places to which they had gone, that they decided to become permanent residents of those localities. Many who had taken part in the Revolution had died on the field, or through diseases in camp, or in prison; and some of them in their term of service had seen some place that appealed to them more strongly as a place of residence. On the other hand, there came to the city many who were new to those who had been old residents. These newcomers were nearly all of the patriot party, as were most of the old residents who returned. Among the inhabitants there were some Loyalists; even some who had been such emphatic supporters of the British that their estates were confiscated, and these were bitter against the new government which had thus punished them for treason. Some who had held their homes during the British occupation had been good enough Loyalists until the success of the patriot cause was made certain, and had then developed toleration and even friendliness for the returning Continentals and refugees.

The city resumed its wonted powers and activities under the Dongan and Montgomerie charters, the State of New York taking the place of

sovereignty formerly held by Great Britain, and the governor of the State having the power of appointment of mayor, which had previously been exercised by the royal governor. The laws in regard to the election of aldermen and assistant aldermen remained unchanged.

There was no city government to take charge of New York immediately after its evacuation by the British, but the legislature had elected a body to temporarily look after the city and neighboring counties, after the withdrawal of the enemy. It was called the Council for the Southern District of New York, and was composed of the governor, George Clinton; the lieutenant governor, Pierre van Cortlandt; the chancellor, Robert R. Livingston; judges Robert Yates and John Sloss Hobart, of the State Supreme Court; John Morin Scott, secretary of state; Egbert Benson, attorney-general; the State senators of the southern counties, Stephen Ward, Isaac Stoutenburgh, James Duane and William Smith, and the assemblymen of those districts. The governor and seven others were to constitute a quorum. This body, meeting in the old council chamber on Wall Street, with James M. Hughes as secretary, went to work to create conditions of order and protection, making the Light Infantry Battalion of the Continental Army, which remained for some time at the fort under General Knox and Major Sumner, a police force to maintain order and enforce necessary regulations. The first ordinance prescribed that each loaf should weigh two pounds and eight ounces avoirdupois, should be marked with the initials of the baker, and should sell for eight coppers. Newcomers should be registered. Watchmen were appointed and thieves and robbers were jailed, and there were official weighers and measurers appointed, and a fire department organized; provision also being made for the other needs of the city. This council called for a regular election on December 15th, and a regular list of aldermen and assistant aldermen was chosen. They organized as a Common Council by electing as president John Broome, and this council and a large body of citizens petitioned Governor Clinton to appoint Senator James Duane to the office of mayor. He complied, and on February 9th Duane was formally installed in his office. The first American city government as organized was, therefore, as follows: Mayor, James Duane; recorder, Richard Varick; chamberlain (city treasurer), Daniel Phœnix; sheriff, Marinus Willett; coroner, Jeremiah Wool; clerk of the Common Council, Robert Benson. Aldermen: Benjamin Blagge, Thomas Randall, John Broome, William W. Gilbert, William Neilson, Thomas Iuers, Abraham P. Lott. Assistant aldermen: Daniel Phœnix, Abraham van Gelden, Thomas Ten Eyck, Henry Shute, Samuel Johnson, Jeremiah Wool. James Duane, who was born here in 1733, was a lawyer by profession. His father, who had been an officer in the British Navy,

had resigned and engaged in mercantile business in New York, where he had married Altea Keteltas, of an old New York Dutch family. Two of their sons had entered the navy, but James, the third son, studied law under James Alexander, and himself became one of the leaders at the New York Bar. He married Mary, eldest daughter of Colonel Robert Livingston. He acquired, partly by inheritance and partly by purchase, the Township of Duanesburgh, in Schenectady County, had a city residence on Pine Street and a farm in the country, which was called Gramercy Seat, that name being a corruption of the Dutch name, "*Kroom Messie*" (crooked little knife), given to a creek which ran through the land. The present Gramercy Park was part of that farm. During the Revolutionary War he served in the Continental Congress and the New York Provincial Congress, and at its close was a member of the State Senate. His Pine Street house was burned during the British occupation, but his farm had escaped damage. He held the office of mayor until 1789, when President Washington appointed him the first judge of the United States District Court of New York, in which office he rendered many decisions which were of great importance during the formative period of federal jurisprudence.

The other officials were also men of prominence. Richard Varick, the recorder, had been General Washington's private secretary during the latter part of the war; was Duane's successor in the office of mayor, and afterward for many years president of the American Bible Society. Colonel Willett had distinguished himself at the head of his regiment in many of the engagements of the war for independence, as well as in the famous Broad Street episode of June 4, 1775, before narrated, while the aldermen were all prominent merchants and members of the Chamber of Commerce. The first meeting of the Common Council, as completely organized, was held February 10, 1784. In the following month it changed the city seal, voting to erase the imperial crown and substitute the crest of the arms of the State of New York, consisting of a representation of a semiglobe with a soaring eagle thereon.

One of the institutions of the city which had survived and been in action throughout the British occupation was the Chamber of Commerce, which had been organized April 8, 1768, had been granted a charter by Lieutenant Governor Colden, March 13, 1770, and had been kept up by British and resident merchants during the war. Returning merchants of the patriot party filled up the membership after the British evacuation, and on April 13, 1784, it was incorporated by the New York Legislature with John Alsop, president; Isaac Sears, vice president; John Broome, treasurer; John Blagge, secretary, and the following members in addition to these officers: Samuel Broome, George

Embree, Thomas Hazard, Cornelius Ray, Abraham Duryee, Thomas Randall, Thomas Tucker, Daniel Phoenix, Isaac Roosevelt, James Beekman, Eliphilet Brush, John R. Kip, Comfort Sands, Nathaniel Hazard, Jeremiah Platt, Gerardus Duyckinck, Abraham P. Lott, Benjamin Ledyard, Anthony Griffiths, William Malcolm, Robert Bowen, John Berrian, Jacob Morris, John Franklin, Abraham Lott, James Jarvis, Henry H. Kip, Archibald Currie, Stephen Sayre, Jonathan Lawrence, Joshua Sands, Viner van Zandt, David Currie, Lawrence Embree and Jacobus van Zandt. The organization grew in membership and had a great influence not only in the promotion of the business interests of the city, but also in its public affairs, the Common Council for some time drawing its membership chiefly from that of the Chamber of Commerce.

An important incident of 1784 was the passage through the city, September 11th, of General La Fayette, which was a very enthusiastic occasion. He was met by the mayor and Common Council, who tendered him the freedom of the city with a complimentary address, and he was escorted by a large body of citizens to the wharf, where he embarked for his return to France. Other notable gatherings were those welcoming John Jay on his return from his successful European mission, Baron Steuben, on a visit to the city, and Washington, on his arrival in the city on December 2d.

The Continental Congress had failed in an attempt to control the customs. New York had consented that it should do so if the other States acquiesced, but Rhode Island refused, and Virginia, which had at first approved, withdrew her consent, so that the matter was left in the hands of the State. New York's law, as recommended by Congress, was on an *ad valorem* basis, but as New York was under British occupation, it was not effective until the evacuation. New York merchants were opposed to the *ad valorem* feature of the tariff, advocating specific duties because under them the best goods would seek the market, and the Chamber of Commerce sent in a petition to that effect. In response to this demand the Legislature of New York, convened in the City Hall in New York, changed the tariff law to a specific tariff, and appointed Colonel John Lamb, veteran Son of Liberty and distinguished soldier of the War for Independence, as the first collector of the port of New York, who established the Custom House on the lower floor of his dwelling, on the north side of Wall Street between William and Pearl Streets.

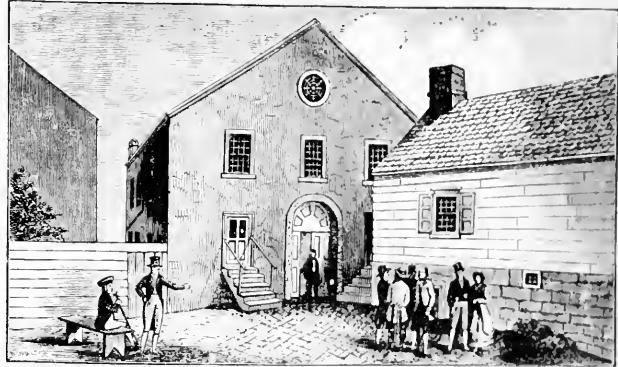
The freedom of the commerce of New York from the restrictions of the British Navigation Act gave an impetus to foreign trade; a regular French line of packets put the city in communication with the European continent, and various American firms established in foreign trade, the ship *Empress of China*, Captain John Green, being the first to sail for Canton, February 22, 1784. But the control of the tariff by the States was a handicap to the com-

merce of New York. Connecticut, by imposing a lower tariff, took trade away from New York to New Haven, some of the merchants removing to that city, but coming back when the Constitution of 1789 was adopted and made the tariff uniform for the entire country.

There was only one bank in New York in the period immediately following the Revolution. This was the Bank of New York, established chiefly through the efforts of William Duer and General Alexander McDougall, early in 1784. General McDougall became its first president until his death, June 8, 1786. Isaac Roosevelt became president of the bank in 1789.

During the British occupation King's College had discontinued its operation. Its building had barely escaped destruction in the fire of 1776, and had been used as a hospital by the British. While so used its library was rifled. The State legislature, May 1, 1784, passed an act changing the name from King's College to Columbia College, and placing it under the State Board of Regents created by the same act. The first student who entered the college under its new name was De Witt Clinton, nephew of the governor, who was an honor graduate at the first commencement, held April 11, 1786, and was afterward mayor, United States senator, presidential candidate and governor.

Trinity Church had been destroyed by fire in September, 1776, and the corner stone for the new building was not laid until August 21, 1788. Rev. Dr. Charles Inglis, the rector, left the city with the refugees for Nova Scotia, and while the evacuation was going on the Tory members of the parish elected Rev. Dr. Benjamin Moore to the rectorship, but on the return of the Whigs to control of the town, those of them who were members of Trinity succeeded in securing action from the legislature, giving them control, whereupon they revoked the election of Dr. Moore and called Rev. Dr. Samuel Provoost to be rector. The three Reformed Dutch churches had been badly maltreated by the British, who had used them for prisons, hospitals, storehouses and riding schools, the Middle Church being in an especially deplorable condition, so that it was not reopened until 1790, and the three Presbyterian churches had also been used by the army for secular purposes. A fourth was built in 1787. There were also two German Lutheran churches, a Catholic congrega-



METHODIST CHURCH IN JOHN STREET IN OLDEN TIMES

tion, ministered to by Father Whelan, a Moravian church, Friends' meeting house, a Jewish synagogue, Baptist church, and the Methodist church on John Street, built in 1769, which church, "the mother of Methodism in New York," still occupies the same site.

The City Hall, at the northeast corner of Wall and Nassau Streets, built in 1700, was used for city business, but in 1785, when Congress assembled in New York, the council gave up the use of the greater part of it to that body, retaining only a part of the west end of it for mayor's office and council chamber. When the Federal Constitution had been adopted by the States, in 1788, the Common Council decided to give up the entire building for use of the new government, and had it entirely remodeled by Major L'Enfant, at a cost of



FEDERAL HALL AND VERPLANCK MANSION

Site of the old Custom House and Assay Office

\$65,000, and it became known as the New Federal Hall, the most imposing edifice in the city. The first American post office in the city was opened November 28, 1783, at 38 Smith Street, and William Bedlow, a deputy of Postmaster-General Ebenezer Hazard (then at Philadelphia), was appointed postmaster.

New York, as were the other States, was agitated with discussion as to the propriety of creating a strong federal government with sovereign power of international and interstate problems, and at first the majority seemed to be those who dreaded loss of liberty by creating a strong and centralized government, but the commercial interests of New York so plainly needed the aid of a federal power which could treat with foreign governments on a basis of equality, that through the able efforts of Hamilton, Jay and Livingston, the assent of New York to the Federal Constitution was secured, and New York became the federal capital. George Washington had been elected President, and John Adams Vice President of the United States.

Mr. Adams arrived in the city April 20, 1789, and was met at Kingsbridge by members of Congress and an escort of light horse, under command of Captain Stakes, and when he reached town a salute was fired from guns at the Battery. President Washington came from Paulus Hook, where he had been received by Congressional, State and city committees, to New York, on a decorated barge accompanied by other craft containing rejoicing throngs, which cheered and sang patriotic songs. On the hither shore greater multitudes cheered him as he landed, and the procession that celebrated his coming was the largest which had ever, up to that time, been seen in New York. Declining the offered carriage, for he was tired of riding, the great President walked, properly attended, with the procession to the Franklin House, at 3 Cherry Street, where he had welcome but brief repose, after which he went to the DePeyster House, on Queen (now Pearl) Street, nearly opposite Cedar Street, to dine with Governor Clinton. The town was gaily decorated for the occasion—more gaily than it had ever been before, and in the evening there was a great illumination which included nearly every house in the city. The few exceptions were some of the as yet unreconciled Anti-Federalists, several of whose darkened windows were shattered by missiles thrown by some too enthusiastic partisans of the constitution. Receptions took nearly all of General Washington's time from then until April 30th, when the day opened with the roar of the guns at Fort George. In the morning, prayers were offered at many churches after a general ringing of all the church bells in the city. At noon an official escort waited at the President's door and he was followed by a great military and civic procession, mounted and on foot, to Federal Hall, where he went to the senate chamber, where he went up, bowing, to a seat between the Vice President on his right and the speaker on his left. Thence he stepped to the balcony and in full view of the senators and representatives within, of many of the nation's greatest on the balcony with him, and of a throng outside that packed the streets and roofs, he took the oath, kissed the Book, and Chancellor Livingston proclaimed: "It is done! Long live George Washington, President of the United States!" A flag shot up to the cupola of Federal Hall, and at this signal the guns at the Battery boomed again, the bells of all the city again clanged in chorus, and the shouts of the multitude resounded through the streets of the city. The President returned to the senate chamber and delivered his inaugural address, and then with his entourage repaired to St. Paul's church, to take part in a thanksgiving service conducted by Bishop Provoost. The United States of America had became a nation, fully organized on a permanent basis.

The religious sentiments expressed by the President in his inaugural address were pleasing to worshipers of all denominations, and the first response of approval came from the Methodist Episcopal Church in John Street,

of which Rev. John Dickens was the pastor. Services had been held on the morning of the inauguration, in that church, where the New York Conference (then comprising twenty ministers) had been in session for two days previously, presided over by Bishops Asbury and Coke.

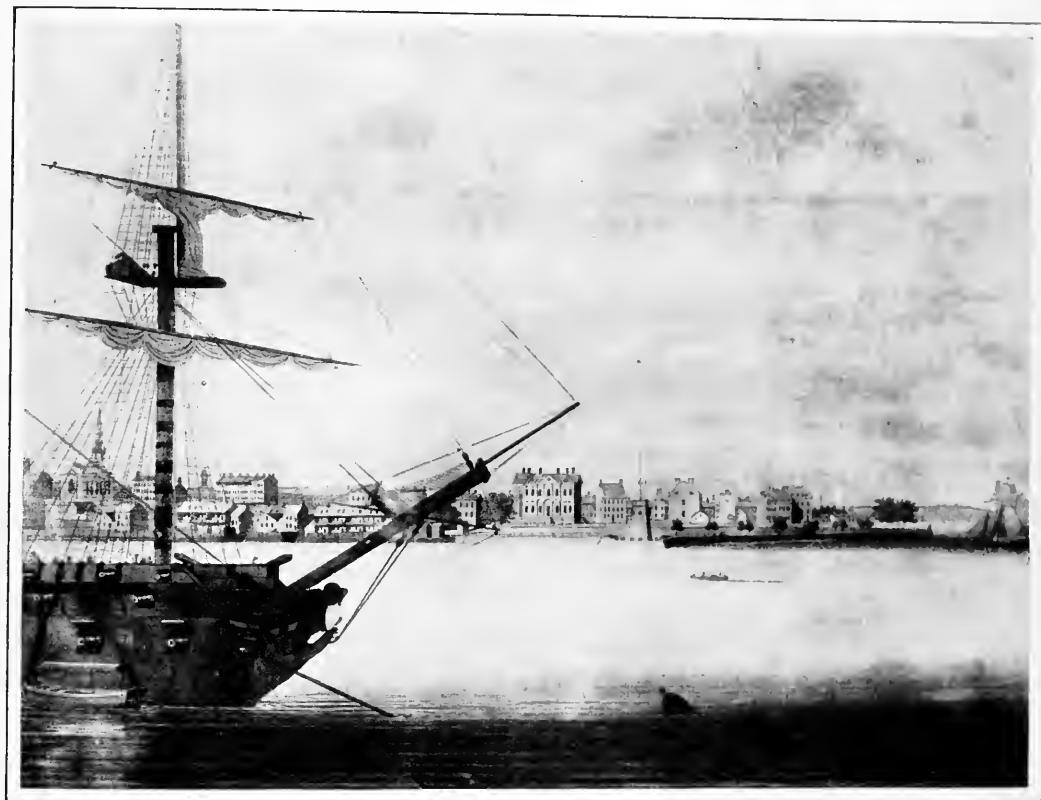
One of the first appointments made by President Washington was that of Mayor Duane, to be United States judge for the District of New York. He was succeeded in the office of mayor, under Governor Clinton's appointment, by Richard Varick, previously recorder, and Samuel Jones was appointed to the latter office. Aaron Burr was elected attorney-general.

When the new government was organized, questions of titles and social usages came up and roused much antagonism and heated discussion, beginning with a proposition in Congress to select titles for the President and other officials. A senate committee proposed that the executive should be styled "His Highness the President of the United States, and Protector of Their Liberties." Others of more exuberant tastes thought that "High Mightiness," "His Elective Majesty," or just plain "His Majesty," would meet the situation better, but the House of Representatives would have none of them. It was decided to call him simply "the President of the United States." Certain rich and fashionable people, however, created a social atmosphere which was, as near as they could make it, a copy of European courts. Fenno's *Gazette of the United States*, which was regarded as being the government organ, made much of the social doings, which much offended the democratic ideas of the majority, although the President himself lived a simple and unostentatious life.

Among the presidential appointments were several New Yorkers, including Alexander Hamilton, secretary of the treasury; William Duer, assistant secretary; John Jay, chief justice of the United States Supreme Court; Samuel Osgood, postmaster-general; and Gouverneur Morris, appointed on a special mission to Europe. Local federal appointments included John Lamb, collector of the port; Benjamin Walker, naval officer, and John Lasher, surveyor of the port.

The proceedings of the First Congress, while interesting from a national standpoint, had little in them pertaining to local history. The State legislature enacted, March 16, 1790, that the lands at Fort George belonging to the State should forever be reserved for the erection of public buildings, and appointing Gerard Bancker, Richard Varick and John Watts commissioners to demolish Fort George, level the grounds, erect a new bulkhead at the Battery and erect new buildings for the State government and to be applied to the temporary use of the President of the United States during such time as the Congress of the United States should hold its sessions in the City of New York. The commission rapidly cleared away Fort George, and in leveling the ground, under the ruins the workmen came upon the leaden caskets contain-

ing the remains of Lord and Lady Bellomont. They were moved with decorum and interred with proper marks of respect in St. Paul's churchyard. On March 25, 1790, Trinity Church, which had been rebuilt, was consecrated. There was placed within the edifice a canopied pew for the President's use. One of



*Reproduced from the original print in the collection of Mr. Percy R. Pyne, ed.*

NEW YORK HARBOR, 1790. SHOWING GOVERNOR'S HOUSE IN BACKGROUND

the acts of the State Assembly, passed March 31st, granted Governor's Island and certain lands in Clinton County as well as £1000 cash to Columbia College.

"The Society of the Cincinnati," composed of officers who served in the War of Independence, was an organization at that time of great political power. Another organization which had arisen as in some respects a rival to The Society of the Cincinnati was the "St. Tammany Society or Columbian Order," with its well-known imitation of the tribal organization of the American Indians. There had been a "St. Tammany Society" before that, but in May, 1789, the organization added the "Columbian" adjunct to its name and greatly strengthened itself, becoming in fact a protest against the hereditary feature of the Cincinnati, and more democratic in character. In both of the societies there were at that time members of both parties, but at this time they were prac-

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tically opposing political camps. Both made a prominent feature of the observance of Independence Day. In 1790, that anniversary falling on Sunday, the celebration was postponed until Monday, July 5th. Brockholst Livingston delivered an oration in St. Paul's Church, before a distinguished audience, in which were included members of Congress, the Cincinnati, and Federal, State and municipal authorities who, after the address, waited on the President. The members of the Cincinnati invited "the Grand Sachem and Fathers of the St. Tammany Society" to a dinner, at which such good humor prevailed as to make the occasion one of special note.

St. Tammany Society soon had occasion to place itself in a prominent position in connection with a matter of national importance. The Indians in the Carolinas, Florida and Georgia had been very troublesome in the South under Spanish inspiration, and Colonel Marinus Willett had been sent on a special mission to the Creek Indians of the South, and word came that he was on his way to New York with McGillvray, chief of the hostile tribe (of mixed blood from a Scotch father), and twenty-eight warriors. John Pintard, sagamore of Tammany, a man of high social standing, a scholar of distinction, and editor of the *Daily Advertiser*, saw in this news an opportunity to advance the prestige of the society, and made arrangements accordingly. Colonel Willett and his Indian guests, who had been traveling toward New York at government expense and had been greeted by great crowds at every place along the way, were met by the Sons of St. Tammany, dressed in true Indian style and with much aboriginal magnificence. The Tammanyites took charge of the Indians, piloted them to the houses of the president, and secretary of war, and afterward showed them everything there was to see in New York likely to interest them. At a grand entertainment on August 3d, Grand Sachem Hoffman made them an eloquent speech, telling them that the spirits of two great chiefs, Tammany and Columbus, were supposed to walk up and down in that Great Wigwam. One of them, Tammany, was a great and good Indian chief, a warrior, hunter and patriot, and they called themselves his sons. Sagamore Pintard, whose speech, when translated to the warriors, seemed to greatly please them, produced a calumet beautifully ornamented, which was smoked by them all in turn. The Indian chief conferred upon Grand Sachem Hoffman the title of *Taliva Mico* (Chief of the White Town), and the President of the United States was toasted as the "Beloved Chieftain of the Thirteen Fires." Other things were arranged by Tammany for the chiefs, one of which was their presence with the President at a great military review, July 27th, which much impressed them, and a dinner by the President, to the chiefs. A treaty with the Indians was drawn up and signed by them

and the President, at Federal Hall, which was the last time the President ever visited that building.

The question of the place for the permanent capital had greatly agitated the country. New York and Philadelphia both wanted it and the latter had the strongest backing, but still stronger was the sentiment that a federal district should be cut out of one or more States which should be central to the population and should be subject to the authority of no one State. As the latter plan involved some years of building and preparation Philadelphia was pacified with a promise of the capital for ten years, and on July 16, 1790, the act for removal first to Philadelphia and afterward to the chosen district on the Potomac was signed by the President. The President gave his last State dinner on August 28th, and on the 30th a procession of State and municipal officers conducted the President and his family to McComb's Wharf on North River, where they embarked on the same barge that had brought them to the city. A salute of thirteen guns was fired, the people cheered and the President, waving his hat, said, "Farewell." He never returned to New York.



MANHATTANVILLE FROM CLAREMONT

## CONSTRUCTIVE DAYS IN POLITICAL PARTIES THE CINCINNATI AND TAMMANY ALEXANDER HAMILTON AND AARON BURR

An enumeration of the inhabitants of New York made on December 11, 1790, showed a population of 29,906 souls. Divided by wards, they were distributed as follows: South Ward, 1756; Dock Ward, 1854; East Ward, 3622; West Ward, 6054; North Ward, 4596; Montgomerie Ward, 6702; Bowery Ward, 4819; Harlem Division, 503. In the following October the names of the wards were changed to numbers, and they were more equally divided on the basis of population.

On January 3, 1791, the State assembly of New York met in the city, and John Watts was elected speaker. General Schuyler's term was about to expire on March 4th, and he was a candidate for reëlection, but was opposed by Aaron Burr, and the latter won by ten majority in the senate and five in the house. Burr's victory over Schuyler was considered as a bad defeat for the Federal party. Chancellor Livingston and his brother-in-law, Morgan Lewis, who had been prominent Federalists, used their influence in behalf of Burr, whom Lewis succeeded as attorney-general. John Pintard, Tammany sagamore, and Melancthon Smith, another Tammany man, were in that assembly, and Pintard developed much power and adroitness as a legislative leader.

Tammany was getting to the front in various ways. It had established, in September, 1790, an American museum, which was the basis of the New York Historical Society. Pintard's paper, the *Daily Advertiser*, announced that the object of the society in establishing the museum was to collect and preserve all material relating to the history of our country and all American curiosities of nature and art. The society had secured from the Common Council the use of a room in the City Hall for the purposes of this museum, which was open at all times to the members of the Tammany Society, and on Tuesdays and Fridays to the public. There was an interchange of civilities on Washington's Birthday, 1791, between the Cincinnati and the Sons of Tammany, represented by the grand sachem, Josiah Ogden Hoffman.

Thomas Paine's *Rights of Man*, which had been printed in London with a dedication to Washington, appeared in an American edition with a preliminary note of high approval from Thomas Jefferson, secretary of state. The publication aroused a storm of Federalist dissent from its doctrines, coupled with adverse criticism of the secretary of state for endorsing them. Pintard published the entire work as a serial, running from May 6th to 27th, in the

Daily Advertiser, together with the celebrated letters replying to the arguments of Paine and signed "Publicola." These were generally credited to John Adams, the Vice President, but were afterward found to be the work of his son, John Quincy Adams. Paine's work became popular with that section of the people who were in sympathy with the rising revolution in France, and whom the Federalists began to refer to tauntingly as "Democrats."

In 1792 was held a celebration of the third centenary of the discovery of America, on October 12th. There were orations, fourteen toasts, historical and allegorical tableaux, which glorified Columbus and his deeds, the Sons of Tammany or the Columbian Order, and Paine's Rights of Man. Tammany had become the adherent of the radical democracy represented by Thomas Jefferson. It soon exemplified this stand by becoming the chief support of Governor George Clinton in his race for reëlection in November. Against him was pitted John Jay, and the fight was hot and heavy, and at no voting booth was the fight more fierce than in Trinity Church, which was one of the polling booths in that election. The election turned upon the legality of the returns

from Otsego County. It was agreed to leave the result of the election on the decision of the senators from New York, Aaron Burr and Rufus King, who were to choose a third if they could not agree. They left it to Edmund Randolph, who decided the legal question in such a way that the vote of Otsego County was rejected and Clinton was declared governor. The Federalists were incensed almost to the point of armed resistance, and made great demonstrations, even trying to induce the legislature to unseat Clinton, but without success. Clinton gained in popularity, and he received the vote of the State for the Vice Presidency, which he came near winning at that time. By this time the name "Republican" had become fixed upon the opponents of the Federal party. Later it became the "Republican-Democratic" party, and finally the "Democratic" party, being the only political organization which has been continuous from the first administration to the present time.



NO. 2 BROADWAY, COR. MARKETFIELD STREET, 1798

The year 1793 was the year of the Reign of Terror in France. Aristocratic rule, which from being careless had come to be heartless, had brought the poorer classes in France to such a condition that revolution was the only alternative. The success of the Revolution in America was one important incitement to the Revolution in France. It had been successful in America, Why not in France? Supercilious, contemptuous, unfeeling, cruel, the aristocracy had brought upon themselves the hatred of the masses. So the Revolution in France, counting from the fall of the Bastile, July 14, 1789, to the death of Louis XVI by the guillotine, in January, 1793, was closely correspondent to Washington's first term.

Notwithstanding the extremes to which the French revolutionists went they were followed through these four years by the sympathy and applause of a large section of the American people, and especially of those who had been carried away with the eleutheromaniac reasoning of Paine's *Rights of Man*.

So when Edmond Charles Edouard Genêt came with credentials from the New Republic where everybody was a plain "citizen," his landing at Charleston was the beginning of an ovation which kept up for several months. At Philadelphia he was received with such lavish expression of sympathy for France that after his credentials as minister had been accepted he began to issue commissions and letters of marque for privateers, and not only undertook to convert American vessels, with their crews, into French vessels of war, but also to encourage attacks on British vessels in American waters. As Washington had, with the advice of his cabinet, issued a proclamation of neutrality, in April, 1793, Jefferson, in June, notified Genêt that he must cease arming and equipping privateers in American ports. Genêt, in turn, defied Washington, declaring that he was acting under the treaty of 1778 made with Congress, and that only Congress had the right to deal with him, and demanding that a special session of Congress be called. Washington thereupon demanded the recall of Genêt, which, after some delay, was sent. When it came, his party, the Girondists, were no longer in power in France, but were being guillotined by the Jacobins of the mountain. So Citizen Genêt, when he lost his official standing, decided to stay in New York as a private citizen. He married the daughter of Governor Clinton, and resided in the city until his death, in 1836. In the excitement, of which he was the centre, New York was an extensive participant for and against him. There was in the popular mind a hatred of England, which had so recently bent its energies to subjugate and coerce the colonies, and whose jailers had so maltreated many who had suffered in its military prisons. On the other hand, France had acted the part of a friend in the Revolution, and some of its sons had fought for the independence of the colonies. On the other hand, there were ties of blood and of institutions. The language, the social habits, the litera-

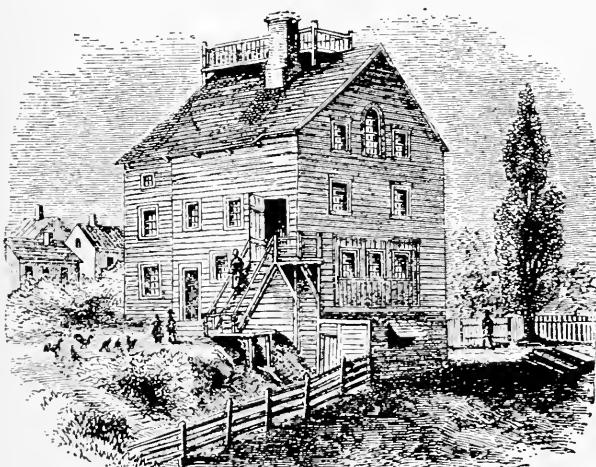
ture, the commercial methods of the Americans were essentially English. The agitation which had preceded the Revolution had been for rights as Englishmen. Imbedded in the laws were Magna Charta, the Bill of Rights, the writ of *habeas corpus*, trial by jury, and an entire jurisprudence transplanted from Britain. In the long run, the greatness of the nation and its commercial interests would be best subserved by friendship with the government of what was, to the great majority of the American people, the Mother Country.

But such was not the line of reasoning of a large part of the people. France, fighting for liberty, equality and fraternity, was to the popular mind, a figure truly heroic; and at first Citizen Genêt and his claims to recognition were sympathized with by probably a majority of the people. Many supported him to the last, but there was a revulsion of feeling when his insolence went to the length of defying President Washington.

New York's Anti-Federalists had their part in the agitation. On June 12th the vessel, L'Ambuscade, which had brought Citizen Genêt to Charlestonton, arrived in New York. Her captain, Citizen Gompard, and the other officers and crew of the vessel were received and entertained with much enthusiasm, the liberty cap was hoisted on the flagstaff of the Tontine Coffee House, and all true patriots were exhorted to protect it; tricolor cockades were worn and the Marseillaise sung, and New York tried to be as French as possible. Genêt, who visited New York, August 8th, was welcomed by the ringing of bells and the firing of salutes in honor of the French Republic.

About the time of Genêt's recall, Chief Justice John Jay had been appointed, in the spring of 1794, as a special envoy to England, to negotiate a treaty of commerce. Britain and the United States had not assumed complete diplomatic relations, and this precluded the appointment of a regular minister, so that the difficulties of Jay's mission were peculiarly trying, but he succeeded in negotiating a "Treaty of Amity, Commerce and Navigation between the United States and Great Britain," in 1795. This aroused the greatest excitement, and a perfect storm of invective and abuse swept the country. John Jay was denounced as corrupted with British gold. Orators declaimed against the perfidy which courted the friendship of Britain, the oppressor and foe of America, while deserting France, her friend and recent ally. Jay was burned in effigy, in New York and Philadelphia; mass meetings in New York and Boston denounced the treaty. The New York meeting was held in front of the City Hall, and Edward Livingston was called to preside. Mayor Varick and Alexander Hamilton, who tried to control the meeting within bounds, found themselves unable to do so. Hamilton, from the front steps of his home, at the corner of Broad and Wall Streets, tried to address the people, but that statesman, who had

always before been able to command attention, could get no hearing. Stones flew, and one struck him on the forehead. The secretary thereupon said without excitement, "If you use such striking arguments, I must retire," and quietly went into the house, while the mob rushed to the Bowling Green to burn what purported to be copies of the Jay treaty, and unfurl the French tricolor. Hamilton commenced writing essays under the pen name "Camillus," by which the opinion of the thoughtful was powerfully influenced. The treaty was ratified by the Senate, after some important modifications, was signed by Washington, and one of the first bodies to approve it was the Chamber of Commerce of New York, at a meeting where seventy members were present and only ten adverse votes were cast.



WHITE CONDUIT HOUSE

Built about 1782

Used first as independent church. Stood on hill at Broadway between Leonard and Anthony Streets

Meanwhile Jay, during his absence, and before the treaty had been concluded, had been elected governor of New York. He arrived May 28, 1795, in the height of the storm over the treaty, and on July 1, 1795, he was inaugurated governor. He moved from his home, at 113 Broadway, then the highest number on that street, to the Governor's Mansion, south of the Bowling Green, on the block where the new Custom House now stands. The house faced north, and gave a view of tree-lined Broadway, the Common, and fields beyond.

In September, 1795, New York was visited by an epidemic of yellow fever, during which 732 persons died from the disease. During the prevalence of the scourge business was stagnated. An article in the New York Journal, of October 17, 1795, spoke of the visitation as practically over, and congratulated the city on the fact that the mortality among those visited by the disease had not been so great as had been expected, saying: "Not more than one in twenty dies. Those who have died were for the greatest part new residents." Following this visitation, Governor Jay initiated, for the first time in New York, the proclamation of a Thanksgiving Day for this State, which was appointed for Thursday, November 26th, and was specially designated as a day for giving thanks for the cessation of the epidemic. But a worse visitation came in 1798, when 1524 people died from the disease. It was most virulent along Front Street, and in the neighboring

section of the city near the low ground, which had been rescued from the river, and bred mosquitoes in most luxurious profusion. Unfortunately, at that day there was no knowledge of the intimate connection of His Virulence *Stegomyia fasciata* with this destructive disease, nor were the people or the physicians any better informed during the much more severe visitation of 1822-1824, nor in that of 1853.

Among the matters of legislation accomplished by the Jay administration was a needed revision of the penal code. The number of offenses punishable with death was greatly reduced. A bill introduced in the legislature, in January, 1796, for the abolition of slavery, was defeated in committee of the whole, by a tie vote, the chairman giving the casting vote against it, but during Jay's second term, in April, 1799, a bill to the same effect was passed. It provided that the exportation of slaves in the State should cease, and that all negroes born in the State after July 4, 1799, should be free. They should, however, be required to serve an apprenticeship until twenty-eight years old, if males, and twenty-five years old, if females. Attempts to abolish slavery had been made before, but had been wrecked on the question of compensation to owners, but this bill, providing, as it did, for gradual emancipation, met with no very great opposition.

A penitentiary was built in New York, in 1796, and in the same year the need for a retreat where sufferers from contagious diseases could receive proper attention without spreading the contagion through the city, led to the selection of Bedloe's Island for the purpose.

The approach of the end of Washington's second term, with his known intention to retire at that time to private life, lent great importance to the election of 1796, through the country, but was not exceptionally significant in New York. John Adams, of Massachusetts, Federalist, was elected President, and Thomas Jefferson, Republican, Vice President, a bipartisan result, practically impossible under the present system, but not only possible, but probable, as it was arranged in the original constitution before amendment.

In the State the governor, John Jay, was elected twice as a Federalist candidate, in 1793 and 1798, but in the latter election there were large Republican gains in the legislature, reducing the Federalist majority in the Senate to eight, and gaining a Republican majority in the Assembly of twenty-eight. The leading spirit on the Republican side was Aaron Burr, one of the most brilliant men of the day, and gifted in exceptional degree with the quality of personal magnetism. He was born in Newark, New Jersey, February 6, 1856, son of Rev. Aaron Burr, D.D., second president of Princeton, and of a daughter of Jonathan Edwards, the famous theologian. His father died in 1857 and his mother in 1858, and he was brought up by

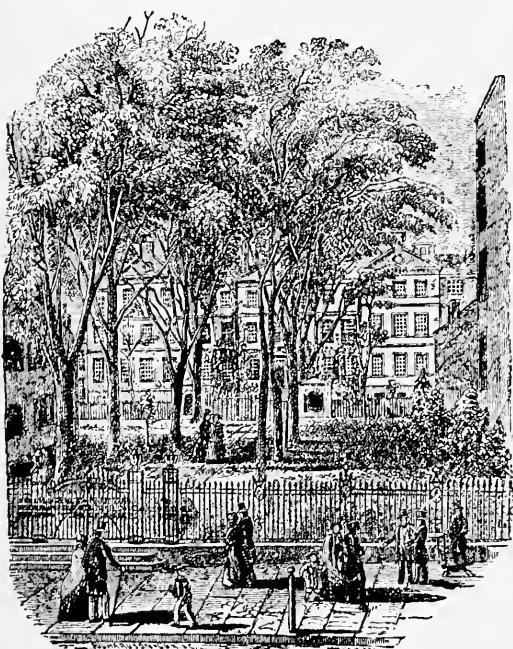
Rev. Timothy Edwards, his maternal uncle, at Elizabethtown, New Jersey; went to Princeton, from which he was graduated with distinguished honors at the head of the Class of 1772; studied theology under Rev. Dr. Bellamy, of Bethlehem, Connecticut, and law, in 1774, with his brother-in-law, Tappan Reeve, at Bethlehem, Connecticut. He

served in the Continental Army with distinction from 1775, and had command of a brigade when he resigned in 1779. He began the practice of law in Albany, in 1782, and the same year married Mrs. Theodosia Prevost, widow of a British officer, and their daughter, Theodosia, was born the following year. Burr was a member of the State Assembly in 1784-1785, elected attorney-general of the State in 1789, was United States senator from 1791 to 1797, and returned to the State Assembly again from 1797 to 1799, where his leadership of the Republican majority became absolute. His chief opponent was Alexander Hamilton, and his political ambition looked toward a place on the national ticket of the Republican party.

On December 14, 1799, occurred

the death of George Washington. The event was sudden and unexpected, and the mourning was general. The news reached New York on the 19th, and arrangements were made for a public funeral procession and a service at St. Paul's, which was chosen because it was there that Washington held a pew and regularly worshiped during his stay at the Franklin House, in New York. In the procession a funeral urn was carried upon a bier to represent the corpse, followed by the Cincinnati, as chief mourners, other officers of the War of Independence, and the corporation of the city. Preceding the bier were all National and State military and naval forces in the city, members of all societies and lodges, civil officers of the city, State and Federal governments, consular representatives of the Spanish and British governments, and many others. At St. Paul's, Bishop Provoost read appropriate prayers, and an oration was delivered by Gouverneur Morris.

President Adams issued a proclamation setting apart Washington's Birthday, February 22, 1800, as a day of devotion and prayer, in com-



NEW YORK HOSPITAL

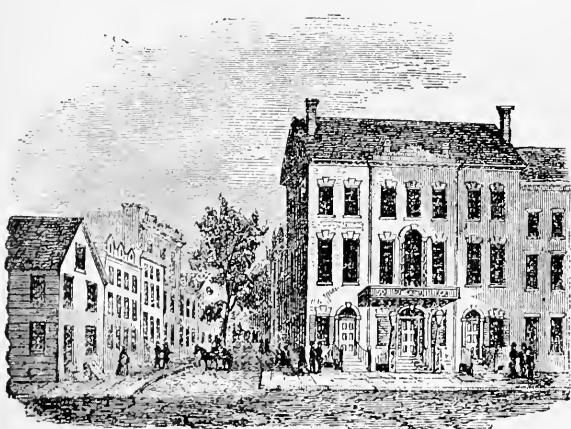
Broadway between Duane and Anthony (Worth) Streets  
Corner Stone laid 1773; site was then far out of town;  
used as barracks by the English during their  
occupation of the city

memoriam of the illustrious soldier and statesman, and on that day all business was suspended in the city. The Cincinnati and the corporation attended the Dutch Church, where they listened to a most eloquent eulogy on Washington, delivered by Dr. William Linn, of that church, who bore reputation as the greatest pulpit orator in the country.

The year 1800 was an exciting one in political matters. Party lines were strictly drawn; the controversies were bitter and rancorous; even within the lines of party were clashing ambitions. The method of choosing the President and Vice President made trouble more than possible. Voters were to cast votes for two persons, who could not be from the same State. The one receiving the highest number of electoral votes should be President, the one receiving the next highest number of votes should be Vice President, and in case of a tie the House of Representatives must decide it. This rule of procedure had worked sufficiently well in the first two elections when the personality of Washington left no doubt about the first place, nor much about the second; but in the third election it had given the presidency to one party and the vice presidency to another, with only three votes difference between them. In 1800 Thomas Jefferson and Aaron Burr, both of the Republican party, were well ahead of the others, but they were tied, each having seventy-three votes, while the other three candidates, all Federalists, were John Adams, sixty-five votes; Charles Cotes Pinckney, sixty-four votes; John Jay, one vote; so although the electoral colleges had met in their several States on December 4th, the result could not be known, and even then the decision had to be reached through a path that might be full of pitfalls. Burr, who had been regarded as the Republican candidate for Vice President, only was charged with intrigue to have himself elected President in the house: some of his partisans went so far as to threaten that the northern Republicans would seat him by force if Jefferson were selected. But the decision made Jefferson President and Burr Vice President, as after thirty-six ineffectual ballots, James Addison Bayard, of Delaware, a Federalist who had been voting for Burr, changed his vote to Jefferson on the advice of Alexander Hamilton.

Burr became Vice President, but he had lost prestige with his party, so that in 1804, when nominations were made again (the Constitution having meanwhile been amended so as to make the situation of 1800 thereafter impossible), Burr's name was not even mentioned for the vice presidency, Governor George Clinton being nominated in his stead. Having failed there, he attempted to secure the nomination for governor of New York, but the party, controlled chiefly by the Clinton and Livingston families, passed him by in favor of Chief Justice Morgan Lewis, brother-in-law of the former chancellor, Robert R. Livingston. He then sought the Federalist nomination, but the most powerful voice in that party was that of Hamilton and Chancellor Lans-

ing was named as its candidate for governor. When Chancellor Lansing declined to make the race, Burr decided to make the race as an independent, expecting to win some of the Republican (Democratic) vote and the bulk of the Federalist vote, but he miscalculated, for while Hamilton had been socially his friend, he believed Burr to be politically unsafe and unscrupulous. His influence was cast in favor of Lewis, who was elected by an overwhelming majority. Burr had been politically dethroned in the State and nation, and he determined on revenge. He sought occasion of quarrel, and as Hamilton had not been sparing of denunciation of him politically, he seized upon some expressions which had been made by him and challenged him to a duel. Under the foolish code of the day Hamilton could not refuse; so on July 11, 1804, in the early morning, they crossed the Hudson to Weehawken, about opposite the present Forty-second Street, shots were exchanged, and Hamilton was mortally wounded by Burr, who was unhurt, as Hamilton had fired his weapon in the air. Hamilton was brought to the city and taken to the home of his friend, William Bayard, where he died the next day, July 12, 1804. Of Burr's future career it is not necessary to go into detail here. He was indicted for murder, but left the city, and after his term as Vice President had ended he engaged in various schemes which resulted in prosecutions for treason and other crimes. His career and that of his daughter Theodosia have furnished the theme for many articles and volumes. After wanderings over Europe he returned in 1812, penniless, to New York, and resumed the practice of law.



TAMMANY HALL (Second Home)

Erected 1812

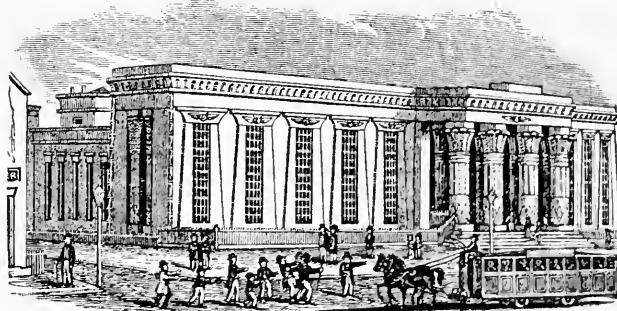
Southwest Corner Frankfort and Nassau Streets

In 1833, at the age of seventy-seven, he married Madame Jumel, a widow, who owned a considerable property on Washington Heights, but they soon after were separated. He died in 1836.

Hamilton, whom he slew, lives in history as the most eminent of the early statesmen of New York, if indeed he be not the foremost in its entire history. He was a clear thinker upon political and economic problems and took a lead in announcing the views in favor of a strong central government, to

which the State should be subordinate, and even more than Madison or Jay was the formulator of the principles and program of the Federalist party. He was secretary of the treasury under Washington from 1789 to 1795, when he resigned to resume the practice of law. His writings, in nine

volumes, are still looked upon as the authoritative announcement of those principles of centralized power that have been the basis of those parties which have been historically opposed by that party of which Jefferson may be said to have been the founder, first under the name of the Republican and later of the Democratic party. Hamilton was not, like Jefferson, a great political leader, for he distrusted the people and they reciprocated the sentiment to the extent that he did not have a large personal following. His death, however, wrought intense excitement, and the manner of his going created indignation in citizens of every political shade, who made haste to express their feeling of sorrow for the loss of this great statesman, who had guided the finances of the country into paths of soundness and safety, and placed its credit on a firm basis, and who was, in addition, the foremost citizen of New York. The funeral took place in Trinity Church, on Saturday, July 14th. In its churchyard is his tombstone which worthily describes him as "The Patriot of Incorruptible Integrity, the Soldier of Approved Valor, the Statesman of Consummate Wisdom."



SOUTHERN VIEW OF HALLS OF JUSTICE  
Centre Street, 1812

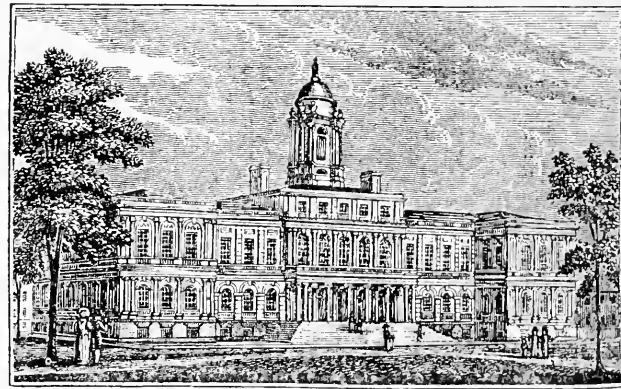
## BEGINNING OF THE NINETEENTH CENTURY FULTON AND STEAM NAVIGATION THE SECOND WAR WITH GREAT BRITAIN

Richard Varick, who became mayor in 1789, was a member of the Federalist party, and therefore following the elections of 1800, which made practically a clean sweep for the Republicans, Edward Livingston was appointed mayor, in 1801. The census of 1800 showed the city to contain 60,515 inhabitants. It had many municipal needs, one of which was a new City Hall. In 1802 there was a call for plans on the competitive principle, a premium being offered for the most acceptable plans, and the award was given to Messrs. Macomb and Mangin. On September 20, 1803, the corner stone was laid by Mayor Livingston, in the presence of the members of the corporation and a few others, most of the citizens having left town because of the return of yellow fever. The material chosen for the building was white marble from quarries in Stockbridge, Massachusetts, which was used for the south front and the sides, but some economic soul in the Common Council argued that it was very unlikely that more than a few houses would be built north of the structure, and proposed that red sandstone should be used on the north front to save expense, and the motion prevailed. It was finished in 1812, at a cost of half a million dollars, and has been used ever since; although in the few changes made, one has been to put in a back wall of the same material as the rest of the building. From an architectural standpoint it is still, though surrounded beyond the circling park by colossal skyscrapers, one of the most attractive buildings in New York.

Mayor Livingston resigned his office in 1803, and DeWitt Clinton was appointed to the place. His uncle, George Clinton, who was the first State governor of New York, from 1777 to 1795, was again governor (being the first of the series of Democratic-Republicans holding the office) from 1801 to 1804. DeWitt Clinton was born at Little Britain, Orange County, New York, March 2, 1769. He was the first graduate of Columbia College under that name, gaining high honors for his scholarship, and after studying law with Samuel Jones, in New York City, was admitted to the bar in 1788, and he became one of the most successful members of his profession, but was especially known for his vigor and success in politics, and particularly was attached to the political fortunes of his uncle. He was elected from New York City to the Assembly, in 1797, and to the State Senate in 1798, and also became a member of the State Council of Appointment. During his terms in the legislature he showed ability as a constructive statesman,

heading movements for the abolition of slavery and of imprisonment for debt in the State. He was elected United States senator in January, 1802, being then but thirty-three years of age, but resigned after a little more than a year's service, to accept from his uncle the office of mayor of New York. This office he held, with the exception of two years, until 1815.

It was during the administration of DeWitt Clinton as mayor, and largely through his efforts, that our public school system, the most important institution of our republic, had its beginnings in New York. The germ of the idea dates back to 1802, when some ladies belonging to the Society of Friends established, with a fund contributed from their own means, a free school for girls. Although only for one sex, its benefits were so apparent that it set other minds to thinking how they could be extended. Among those who had thought most deeply on the subject were Thomas Eddy and John Murray, who called a meeting of those who would unite to provide means for the education of those hitherto neglected, to meet at the house of John Murray, in Pearl Street. Besides Messrs. Murray and Eddy, there were present at the meeting Samuel Osgood, Brockholst Livingston, Samuel Miller, Joseph Constant, Thomas Pearsall, Thomas Franklin, Matthew Clarkson, Leonard Bleecker, Samuel Russell and William Edgar. That meeting, after passing a resolution setting forth the need and public importance of free education, appointed a committee to devise plans to carry the idea into execution, which reported, a week later, to a second meeting, recommending that a memorial be sent to the legislature on the subject. A petition was therefore drawn up, signed by one hundred leading citizens, and sent to the legislature, February 25, 1805. On April 9, following, the legislature passed "An Act to Incorporate the Society instituted in the City of New York, for the Establishment of a Free School for the Education of Poor Children, who do not belong to or are not provided for by, any religious society." Thirty-seven incorporators were named in the bill, headed by Mayor DeWitt Clinton, and including many other prominent names, two especially notable being those of Daniel D. Tompkins and Dr. Samuel Latham Mitchill. The bill provided for the management of the society by thirteen trustees, and the first board, named



OLD VIEW OF CITY HALL

in the act, comprised DeWitt Clinton and the twelve gentlemen who had first met at the house of Mr. Murray. DeWitt Clinton was chosen president; John Murray, vice president; Leonard Bleecker, treasurer; and Benjamin D. Perkins, secretary, of the Public School Society, which did noble pioneer work. School No. 1 was opened on Pearl Street, near Madison Street, May 17, 1806, with forty scholars. Some of the scholars were instructed gratuitously, and others paid a nominal sum for tuition. The Public School Society sent its agents all over the city to find destitute and uninstructed children and bring them into the schools.

The system soon commended itself to public approval, though it was not without opponents, some of whom thought that those who were probably foredoomed to a life of drudgery were better without education, and others being very fearful that the system would "pauperize" its beneficiaries. But these objections practically disappeared. In 1808 the corporation of New York donated to the society the old State arsenal, at the corner of Chatham Street and Tryon Row, on condition that they should educate the children in the Almshouse. School No. 2 was built in Henry Street, on ground donated for the purpose by Colonel Henry Rutgers, and later School No. 1 was removed to William Street. Several schoolhouses were added by the society prior to 1842, when a new law was passed, providing for the maintenance of ward schools, to be entirely gratuitous, and supported by taxation. The two systems worked harmoniously together under the supervision of a board of education, until 1853, when the Public School Society completed arrangements for merger, and turned over their schools and property to the city corporation, relinquishing their charter.

The appointive offices of the State were at this period not vested in the governor alone, but in a Council of Appointment, composed of a senator from each of the four districts of the State, with the governor as chairman of the council. DeWitt Clinton was the originator of this plan, intended to solidify the power of the Republican party, and for his work in that direction he has sometimes been designated as "the father of the spoils system." In 1806 the election in the State had resulted in a majority of the Council of Appointment adverse to Mayor Clinton, who was, therefore, removed, and Colonel Marinus Willett was appointed in his stead. The Revolutionary hero was personally very popular, and it is noteworthy, also, that he was great-great-grandson of Thomas Willett, the first mayor of New York, appointed by Governor Nicolls after the capture of New Amsterdam, in 1664.

It was not a Federalist victory that brought about the change. There was within the Republican party a political feud between the Livingston and Clinton families. In the campaign of 1804, Governor George Clinton

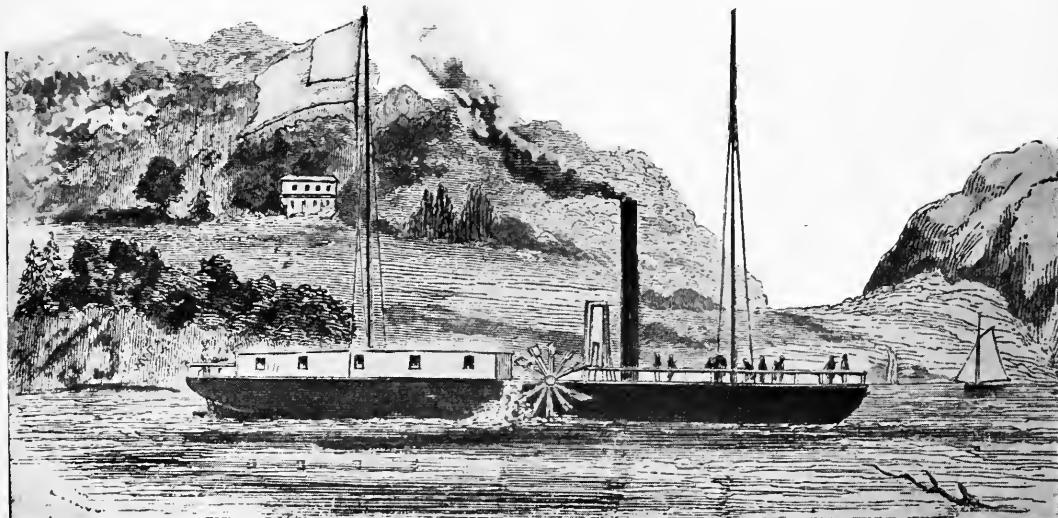
had been elected Vice President of the United States for the second Jefferson administration. Morgan Lewis, who had been attorney-general, in succession to Aaron Burr, and later chief justice of the Supreme Court, and who was a brother-in-law of Chancellor Livingston, was elected governor, and when the election of 1806 increased the Federalist vote in the legislature and the Council of Appointment, he gave his vote for Willett. The following year, however, the Clintonians again secured a majority, and DeWitt Clinton became mayor again, in 1807. In 1809 the Federalists carried the State, and for their first act the Council of Appointment, at Albany, removed Clinton and appointed Jacob Radcliff, but in the election of 1810 the Republican party again triumphed, and Clinton became mayor again, until 1815.

The most important event of the first decade of the Nineteenth Century in relation to the future development of New York and the building up of its commerce was the success achieved in applying steam to the propulsion of vessels. There has been much discussion, a good deal of it, in the earlier years of the controversy, quite acrimonious, in regard to the extent to which Fulton borrowed the ideas of predecessors, but that he built the first steam-boat that made regular trips with freight and passengers, and the first that was commercially profitable, is beyond dispute.

Robert Fulton was born at Little Britain, Pennsylvania, of Irish parents, in 1765. While a young lad he was apprenticed to a Philadelphia jeweler, and his leisure time was spent in the study of painting, in which he showed such talent that he was soon painting and selling landscapes and portraits, and in four years bought with his earnings a farm, on which he placed his widowed mother. When twenty-two years old he went to London with letters to Benjamin West, the great American painter, from Franklin and other influential persons, and he continued his studies under the patronage of that great artist. Through this connection he was introduced to two noblemen who had taken a great interest in mechanics and engineering: the Duke of Bridgewater, who was owner of coal mines at Worsley, and constructed a canal connecting them with Manchester, and the Earl of Stanhope, inventor of the Stanhope printing press and inventor of several improvements in canal locks. Previous to this Fulton had become interested in mechanical and engineering problems, and his association with these two noblemen greatly intensified his activities along this line. He turned his attention to mechanical invention and was chiefly interested in the subject of canals and of steam navigation. He obtained from the British government, in 1794, a patent for an inclined plane, intended to displace canal locks, and in the same year invented a mill for sawing and polishing marble. He next invented a machine for spinning flax, and also a machine for making ropes. In 1796 he published "A Treatise on

the Improvement of Canal Navigation," of which he sent copies to the President, the secretary of the treasury, and to Governor Jay, with a letter to each calling attention to the benefits to accrue from the construction of canals in the United States.

Going to Paris in 1797, Fulton met Joel Barlow, diplomat and man of letters, and he entered with interest into the ideas of Fulton with reference to canals and steamboats, and advanced the necessary funds for the inventor's experiments with steamboat models, with which he experimented on the Seine.



THE CLERMONT  
Robert Fulton's First American Steamboat, 1807

In Paris he also had the advantage of meeting and interesting Robert R. Livingston, who after serving in the Continental Congress, 1777-1781, and as secretary of foreign affairs, 1781-1783, was a member of the New York State Constitutional Convention, 1777, and first chancellor of the State, serving until 1801, then becoming United States minister to France, in which capacity he negotiated, in 1803, the purchase of the territory of Louisiana from the French government. He was a man of broad culture and versatile attainments, a famous member of a distinguished family. Like Fulton, he had been an experimenter with the problem of the application of steam to navigation, which was occupying many minds in both continents.

Thinking he had accomplished his object in 1798, he memorialized the legislature to the effect that having discovered a method of propelling a boat by means of steam he could not afford to undertake the expensive experiments necessary unless he could obtain an exclusive grant of that mode of

navigation after he had made it successful. In response to his petition an act was passed in March, 1798, conferring upon Mr. Livingston the exclusive right and privilege of navigating boats which might be propelled by fire or steam upon all waters within the territory or jurisdiction of the State of New York, for twenty years; but there was a proviso that he should, within twelve months from the date of the act, complete such a boat, which must develop a speed of not less than four miles an hour. It is said that the members of both houses, in voting for the bill, regarded it as a joke, and during its passage the measure was ridiculed and made the subject of witticisms, but Livingston was a man of power, and the bill passed easily. Livingston built a steam-boat on his plans, but could not move it so fast as required by the statute.

His departure on the French mission left the subject in abeyance, but meeting Fulton and Joel Barlow in Paris, his interest was revived. Fulton, operating with funds supplied by Barlow, constructed several models at Plombières, in the summer of 1802, and in the autumn and winter built on the Seine, at Paris, a steamboat. When it was ready he named a day for the trial, inviting several scientists and friends to see it; but the night before the day fixed for the trial a gale swept down the valley of the Seine, and the boat was capsized, the machinery being too heavy for the hull, and sank in the river. Much disappointed, but not discouraged, Fulton raised the boat, finding the machinery little injured. The hull, however, was a total wreck, and Fulton at once set about building a new one, sixty-six feet long with eight feet beam, which he propelled successfully along the Seine with the use of steam-driven paddle wheels as the propelling device. Many distinguished Parisians, including the officers of the Institute of France, had been invited to witness the trial, which was in all respects a success, except that the vessel did not develop the anticipated speed. Fulton felt that this was due in part to deficiency in power of the engines, and partly to defective construction of the boat itself. He had demonstrated the practicability of steam navigation, and he set to work to improve upon his models so as to get increased speed which, he felt, was a matter of modification and development. He was convinced that steam-driven paddle wheels were a thoroughly efficient means of propulsion.

Chancellor Livingston was also pleased with the experiment, which they decided to repeat, with modification, in New York. An engine of greatly increased size and power was ordered from the famous engine works of Boulton & Watt, at Birmingham, England. After making and successfully operating a model at Barlow's country seat, near Washington, Fulton set about building the hull in New York, and Chancellor Livingston secured a new grant to himself and Fulton, conferring upon them the exclusive right to navigate the waters of the State of New York by steam, provided that they

should produce a steamboat of at least twenty tons burden capable of moving against the current of the Hudson at a rate of at least four miles per hour. A later act extended the time to April, 1807.

During the progress of the work the experiment was a popular joke. Few expected success, and nearly every man felt himself competent to ridicule the entire project. The building was carried on at Charles Brown's shipyard, on the East River, and the vessel, as completed, was 130 feet long, 16½ feet wide, 4 feet deep, and of 160 tons burden. The wheels were fifteen feet in diameter, with paddles four feet long, having a dip of two feet. The equipment included a boiler twenty feet long, seven feet deep and eight feet wide, and the steam cylinder was twenty-four inches in diameter, and had a stroke of four feet. A preliminary trip from the shipyard to the Jersey shore satisfied the inventor that he was going to be successful. It was made early in the morning, a few days before the regular trial trip, to the great surprise of those on board the ships anchored in the harbor, who were the only witnesses. On Monday, August 11, 1807, the vessel, which had been named the Clermont, after Chancellor Livingston's country seat, made its trial trip. The wharf from which the start was made was crowded with spectators, many of whom made sarcastic remarks, and the majority expecting a *fiasco*. Fulton, writing about the occasion to his friend, Joel Barlow, said that there were perhaps not more than thirty persons in the city who believed that the boat would move more than a mile an hour, or be of the least utility. But when the hawser was cast off at one o'clock the vessel started, and at once, under perfect control, started up the river, against wind and current, and without any other power than that of steam, and at one o'clock on Tuesday arrived at Clermont, Chancellor Livingston's country house, one hundred and ten miles in twenty-four hours. The next day he left the chancellor's, at nine in the morning, with the steamboat, making the trip of forty miles to Albany in eight hours. On the return trip the Clermont left Albany at nine o'clock on Thursday morning, arriving at the chancellor's at six o'clock, leaving there an hour later and reaching New York at four o'clock the next afternoon, thus making the return trip of one hundred and fifty miles in thirty hours running time, or five miles an hour.

In this trial trip Fulton discovered several alterations and repairs that were necessary for the greater perfection of the Clermont, including changes in the paddle wheels, which had greatly increased the speed, and changes which made the boat more convenient for travelers, and all through the rest of the autumn the steamer made quick and regular passages as a packet. An amusing result of the success of the Clermont was that the owners of sailing vessels combined and sued out an injunction to restrain Fulton from running the Clermont, on the ground that the right

of navigation of the river was theirs by prescription, as from the first the navigation of the river had belonged to them. It seems strange now that such a ridiculous claim should have reached trial, but it did, and Daniel Webster won the case for Fulton and Livingston. The legislature, in 1808, passed a law adding five years to the exclusive privileges of Fulton and Livingston for every new boat added, provided that the entire term should not exceed thirty years.



*Reproduced from the original print in the collection of Mr. Percy R. Pyne, 3d*  
VIEW OF WALL STREET, 1825

The jealousy and enmity of others in the river transportation business led to several attempts to destroy the Clermont, by running astern of her, and in other ways, and special laws, making such action criminal, were passed. Numerous patent suits had to be defended and prosecuted to sustain the monopoly granted to Fulton and Livingston, but it was upheld, until 1824, when it was set aside by the Supreme Court of the United States. The City of Neptune, of 295 tons measurement, was built in 1808, and The Paragon, in 1811, and several other vessels were added to the New York-Albany line.

Another and very valuable part of the steam navigation interest was introduced by Fulton, in 1812. During that year he constructed two steam ferryboats for the North River, and these boats, being each composed of twin hulls, united by a deck or bridge, sharp at both ends, so that they could move backward or forward with equal facility, were such a success that he soon built two others for the East River. Fulton also invented for them the floating or movable dock, and the method by which the boats were brought to them without shock.

The course of Great Britain, in respect to the commerce of the United States, was arrogant and exasperating, notwithstanding the treaty of 1795. In the war between England and France, each of the combatants blockaded the ports of the other, and captured all American vessels that attempted to enter, in spite of the neutrality that was strictly maintained by our government and people. England continued to search our vessels, and to impress into her service American seamen, claiming that English seamen, having once been English subjects always remained such, it being a national motto that "Once an Englishman, always an Englishman." The claim of our government, on the other hand, was that an English-born subject could become an American by naturalization. One of the reasons impelling English commanders to this course was that many English seamen, on entering American ports, deserted, and after procuring fraudulent naturalization papers, would enter the American service, the reason being that seamen were better treated and better paid on American vessels.

Commanders of English war ships, therefore, insisted on searching American ships and taking off American seamen on the charge that they were deserters; and English cruisers infested our coast and halted vessels as they entered or left the harbors, searching for seamen, so that before the war began over 900 American vessels had been searched, and more than 4000 Americans had been impressed into the English service. The attack made in June, 1807, on the frigate Chesapeake, by the British man-of-war Leopard, off the coast of Virginia, was one of the most flagrant of the insults in this period. An affair of a similar kind occurred at the entrance to the lower harbor of New York, as early as April, 1806, when the British frigate Leander, Captain Whitby, while cruising off Sandy Hook, fired into the American sloop Richard, a coasting vessel, and killed one of her men. The corpse was brought to New York and publicly buried, and public meetings were held, demanding that reparation be made by the British government; but though Captain Whitby was sent home to England and tried by court-martial, he was acquitted without punishment or even censure. The Leopard's attack on the Chesapeake, the following year, was followed by a proclamation forbidding British armed vessels to enter Amer-

ican waters until reparation for that attack had been made by the British government, and security given against future aggressions.

Jefferson's policy was opposed to war. He believed that international disputes could be settled by peaceful means, and in the present condition of trade, when American vessels were debarred from trade in France, by the British "Orders in Council," issued in 1806, and from English ports by Napoleon's "Decrees" of 1807, he thought that he could force them to reasonable and equitable treatment of the United States by refusal to trade with them. As an expression of this policy he secured the passage, in December, 1807, of the Embargo Act. This was a statute prohibiting all American vessels from leaving the United States for foreign ports and foreign vessels from taking cargoes out of the United States.

Jefferson was mistaken as to the effect of this policy. The event proved that England and France could do without our trade much better than we could do without theirs. Our ships went out of commission and lay idle at the wharves, commerce was destroyed, business was paralyzed, and failures occurred in every part of the country. Especially disastrous was the working of the Embargo in New England, New York and Philadelphia, in which nearly all foreign intercourse centered. In New England the sentiment against the measure was especially intense, and some of the Federalist leaders in that section threatened that the Eastern States should secede from the Union. Finally, with Jefferson's consent, the Embargo Act was repealed, just before the close of his term, James Madison becoming President on March 4, 1809. Soon after Madison's inauguration he received from the British minister, Mr. Erskine, a promise that the obnoxious "Orders in Council" should be repealed before the 10th of June, 1809, and, acting on this promise, Mr. Madison proclaimed the resumption of commercial intercourse with England, but as the British government promptly disavowed the pledge of its minister, the President again proclaimed nonintercourse. France, in March, 1810, revoked the Napoleonic "Decrees," and American commerce was resumed with that country.

In the summer of 1809 there was a celebration, under the auspices of the New York Historical Society, of the two-hundredth anniversary of the discovery of the island of Manhattan by Henry Hudson. Literary exercises were held in the front courtroom of the City Hall, the principal feature of the occasion being a learned and appropriate address by Rev. Dr. Samuel Miller, one of the founders of the New York Historical Society, which was organized in 1804, and has been a most effective and valuable agency for the preservation of the annals of the city and colony, and the promotion of historical research. In the evening there was a dinner at the City Tavern, where the members of the society and invited guests drank

toasts and listened to addresses on historical and patriotic themes. That the existing international troubles were not forgotten is indicated by the subjects of two of the toasts: "A Speedy Termination of Our Foreign Relations," responded to by Simeon DeWitt, and "The Mouth of the Hudson—

May it Soon Have a Sharp Set of Teeth to Show its Defense," responded to by Mr. Galen, Swedish consul.

Among the improvements of that period was one of engineering, which transformed the region about what is now Canal Street. This was, along its whole modern course, low and marshy, and in the wet season partially overflowed, so much so, in fact, that it is stated that sometimes, at exceptionally high tides, the waters of the Hudson and the East River met in the centre of the island.

Tiny streams, that had their

rise about the present intersection of Broadway and Canal Street, flowed, some east and some west, adding to the dampness of that region. It was difficult to get the landowners and the corporation together, but finally it was proposed to cut a canal which should go one foot below low water mark and run direct from the East River to the Hudson. A special commission, composed of Simeon DeWitt, Gouverneur Morris, John Rutherford and S. Guel, was appointed under an act passed by the legislature, which was given extensive powers, including not only the laying out of this canal, but also exclusive power to lay out streets, roads and public squares of such width, extent and direction as to them shall seem most conducive to the public good, and to shut up streets not accepted by the Common Council within that part of New York north of an irregular line, of which the present Houston Street (then called North Street) is the most southern portion.

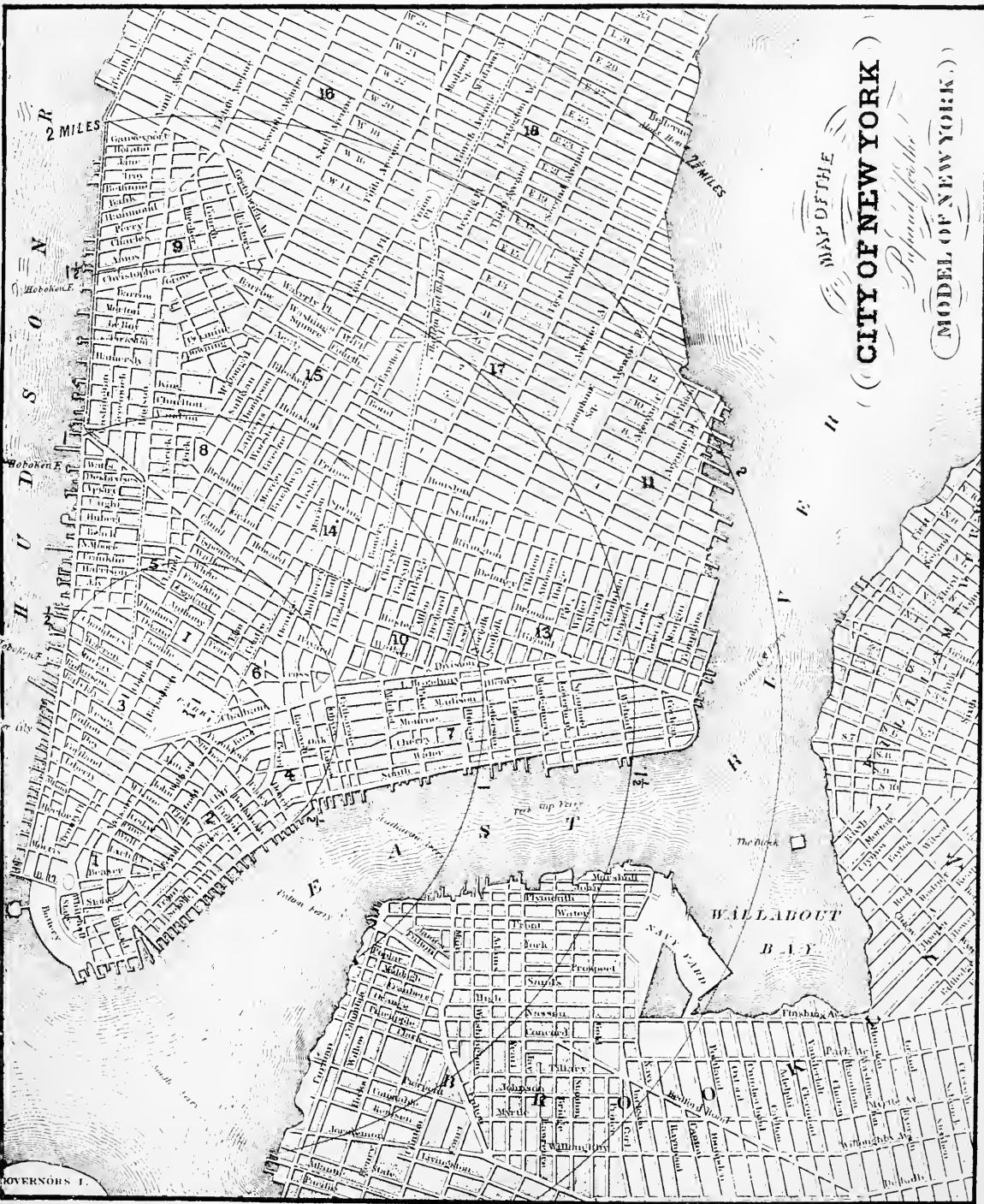
The commission laid out Canal Street, with the canal in the centre and broad thoroughfares on each side, both banks of the stream being set with shade trees. It drained the portion of the Collect Pond which had not already been filled in, and it relieved the city from many of the breeding spots of our now familiar foe *Anopheles*, who, however, was not then known as the author of the malaria which was then especially prevalent in the lower end of Man-



THE STONE BRIDGE, 1800  
At Canal Street and Broadway

hattan. But it did not drain all the low places, which finally disappeared in the uniform leveling, filling in and grading of the downtown section. The canal was, several years after, bricked over and became a sewer, and the trees were cut down, making the present wide street.

Canal Street was only one of the results of the commission's labors. The laying out of streets in the lower part of the city had been conducted with very little system and, having full power, they laid out the extensive and then largely rural section of the city between North (Houston) Street and Harlem and from river to river, upon a systematic plan, laying out the present numbered avenues from First to Twelfth, and the four short avenues on the east from A to D, all running north and south and each one hundred feet wide, with transverse streets, also numbered, from First to One Hundred and Fifty-fifth, all sixty feet in width except Fourteenth, Twenty-third, Thirty-fourth, Forty-second, Fifty-seventh, Seventy-second, Seventy-ninth, Eighty-sixth, Ninety-sixth, One Hundred and Sixth, One Hundred and Sixteenth, One Hundred and Twenty-fifth, One Hundred and Thirty-fifth, One Hundred and Forty-fifth and One Hundred and Fifty-fifth, each of which was, like the avenues laid out, one hundred feet wide. The report of the commissioners said that while some might think they should have extended their plans to cover all of Manhattan Island, they had no doubt that in carrying them so far north as One Hundred and Fifty-fifth Street, and thus providing "space for a greater population than is collected at any spot this side of China," they had provided many people with a subject for merriment, but they thought it probable that in the course of years considerable numbers might collect at Harlem before the high hills to the southward of it would be built upon as a city, while it was not at all probable that houses would cover the ground north of Harlem Flats for "centuries to come." The work of the commission was well done. Their views of the future, moderate as they seem, when set alongside of the historic facts of the city's growth, were considered very optimistic in those days, and as the commissioners expected, many a jest was leveled at their projection of the city into the surrounding wilderness. But in their wide planning they builded better than they knew, and it is a pity that their plans were not extended for miles beyond so that there would have been equal coherence in the laying out of what is now the borough of the Bronx. But had they done so they would have been deemed absolutely insane. Nobody in those days had dreams so wild as to picture the Bronx as a possible part of the New York City of the future. The commissioners, in extending their plans to One Hundred and Fifty-fifth Street had gone the limit in that direction. Optimism of that sort was very rare. About the same time, according to Stone's History, a Lutheran church in the downtown district was in need of funds and contributions were solicited from its friends. One of those solicited offered to



donate to the church a tract of six acres near the stone bridge at the intersection of Broadway and Canal Street, but the trustees, after taking the matter under advisement, declined the gift, on the ground that the land was not worth the trouble of fencing in.

The State election which occurred in April, 1811, was locally notable and contested with great acrimony. Daniel D. Tompkins, who had been elected governor in 1807, was renominated by the Republican party in 1811, and his reëlection was a foregone conclusion, but the contest centered about the lieutenant governorship, for which DeWitt Clinton was nominated. The Tammany Society, which was then, as since, a great power in politics, bolted the nomination, alleging a belief that he was too much of an aristocrat to be the nominee of the Republican party, but really, of course, because he was not enough of a Tammany man. So Tammany nominated Marinus Willet as its own candidate, while Colonel Nicholas Fish was the candidate of the Federalists. Many Tammany voters gave their votes to Fish, who led the poll by receiving 2044 votes to 678 for Willett and 590 for Clinton in the city. The great popularity of Clinton in the country, however, gave him more than enough votes to counterbalance his losses in the city. He was elected lieutenant governor and for two years held that office, at the same time retaining the office of mayor, which he continued to hold until 1815.

In 1811 the situation between the United States and England became so tense that war seemed likely to be the outcome, though New England and the Federalists were strongly opposed to the war policy. The proposition to admit Louisiana as a State was another bone of contention. Josiah Quincy declared in Congress that "If Louisiana be admitted, New England will separate from the Union, amicably, if she may, forcibly, if she must!" But Quincy and Massachusetts changed their minds on the subject, though Louisiana became a State in 1812.

England had thousands of our citizens in British ships and prisons whom she had taken from our ships on the pretext that they were British subjects, and was constantly stopping and searching American vessels. The war spirit rose, and as a consequence of the refusal of England to modify her policy toward neutrals, an embargo upon all American shipping for sixty days was proclaimed by Madison as a preliminary to hostilities. On June 1, 1812, the President sent a message to Congress, in which he enumerated the American grievances against England, chief among which were the impressment of American seamen, the extension of the right of search to American war vessels, the "paper blockade" established by the British "orders in council," and the alleged efforts of the English to persuade the Northwestern Indians to attack the Americans. In conclusion, the President recommended a formal declaration of war, which recommendation was carried out by Congress, June 18, 1812.

Such a declaration would have been foolhardy, considering the great disparity in power and resources between the two nations, had not Great Britain then been engaged in a war with Napoleon. English mastery of the seas seemed complete, and its army was large and well organized, thoroughly drilled and most effectively equipped. The United States had to create an army practically from raw material, for the veterans of the Revolutionary Army were almost all past effective age. The disgraceful surrender of Detroit by General Hull, on August 16th, was disheartening, and though General Van Rensselaer did better work at Niagara Falls and Queenstown in October, he was driven back across the border and many of the militia refused to make further attempts to cross the boundary line, claiming that the Government had no right to send them there. The Federalist party, opposed to the war, defended that doctrine, and General Van Rensselaer resigned in disgust.

On the sea, the American forces had given a better account of themselves. The United States frigate Constitution captured the British frigate *Guerrière* on August 19th; the Wasp took the Frolic, October 18th; the United States captured the Macedonian, October 25th; and the Constitution took the Java, December 29th.

While this war was going on the presidential election took place. Madison for President, and Elbridge Gerry for Vice President were the nominees of the Republican party, while DeWitt Clinton, who had been the New York leader of that party, but was opposed to Madison, took the nomination of the Federalist party for President, with Jared Ingersoll as the candidate for Vice President. Madison received 128 and Clinton 89 electoral votes, while Gerry defeated Ingersoll by an electoral vote of 131 to 86.

During 1813 the war continued with varying success, but the Americans made a better showing on land than in 1812, because of Commodore Perry's capture of the English fleet of six vessels on Lake Erie, and Harrison's success in the battle of the Thames, against the British under General Proctor, in which the chief, Tecumseh, was killed. The successful entry into Chesapeake Bay of a British fleet which landed troops that entered Washington and burned the government buildings occurred in August, 1814, but the subsequent attack on Baltimore was unsuccessful. Before that, from the summer of 1813, the fortunes of war on the sea had alternated between British and American success. The Federalists of New England met in convention at Hartford, from December 15, 1814, to January 5, 1815, in opposition to the war and the administration, but while they were deliberating, the treaty of Ghent, ending the war, was concluded, December 24, 1814, and in ignorance of its conclusion General Pakenham was defeated with great loss by a much smaller force under General Jackson, in the battle of New Orleans, January 8, 1815.

One of the aids to the Americans, during the war, which was especially effective, was that rendered by the American privateers, who, during the war, captured about three hundred British vessels and took about three thousand prisoners. Of these privateers there were outfitted and sent out from New York fifty-five vessels.



*Reproduced from the original print in the collection of Mr. Percy R. Pyne, 2d*  
ST. PAUL'S CHURCH AND BROADWAY STAGES, NEW YORK, 1827

During the war the people of New York united in the strengthening of the city's defenses, with the official efforts of the government and city authorities, and many volunteers aided in the work. After the United States had captured the British frigate *Macedonian*, the two vessels went to New London and thence, after repairs, to New York, but were much delayed by the difficult passage of Hell Gate. Captain Decatur was induced to leave his vessels in Long Island Sound, in order to attend a banquet given in his honor in the City Hall (Broadway and Thames Street), in New York, on

December 12, 1812. Captain Hull, of the frigate Constitution, who had received the freedom of the city the day before, also attended, and five hundred gentlemen sat down at the banquet tables. When the Macedonian reached New York, January 1, 1813, her presence added greatly to the joyful manifestations with which New York has always greeted the New Year, and the crew of the United States were entertained, on January 7th, in the same banquet room where her commander had been received a few weeks before. Other demonstrations of equal cordiality were soon after given in honor of Captain Lawrence and Commodore Bainbridge.

After the battle between the Shannon and Chesapeake, June 1, 1813, and the later death of Captain Lawrence and Lieutenant Ludlow, from wounds received in that action, their bodies were brought to New York, and the public funeral procession to Trinity churchyard, September 13th, was witnessed by between twenty thousand and thirty thousand people.

One of the locally interesting incidents of the war was that of the Yankee, a fishing smack, which was fitted out in New York to capture the British sloop of war Eagle, which went out of the harbor, on July 4, 1813, having on deck a calf, a sheep, a goose, and three fishermen. The smack was overhauled by the Eagle and ordered to report to the commodore. At the signal-word "Lawrence!" forty men, who had been concealed below, with their muskets, rose and fired together, and at one volley killed three of the enemy and drove the rest below. The sloop of war struck without firing a gun, and was taken to New York, where the anniversary of independence was being celebrated on the Battery.

During the war, several companies of militia were organized and drilled, and preparations of every kind made to repel attack by land or sea. Mayor Clinton, who held the office during the entire war, was patriotic in his efforts to make the city's defenses complete. He had been opposed to the war, and as leader of the peace wing of the Republican party, had been taken up by the Federalists as their candidate, against Madison, for President, in 1812. But when the war was actually begun he hesitated not at all in his allegiance to his country's side of the war.

The news of Jackson's victory at New Orleans, on January 8th, reached New York on February 6, 1815, and great was the rejoicing in the city, which had been deeply depressed by the burning of Washington in the previous August, but when the still more glorious news of the signing of the Treaty of Ghent came to hand, on the night of February 14th, men with lighted torches ran through the streets shouting "Peace! Peace!" until the streets were full of the sound. War between the United States and England was over, and has never been resumed, and God grant that it never shall again!

## RECOVERY FROM EFFECTS OF WAR POLITICS, EPIDEMICS, RIOTS AND CONFLAGRATIONS—THE PANIC OF 1837

New York had occasion to manifest joy at the return of peace. The war had prostrated the city's commerce and ruined many of its wealthy citizens. Peace brought opportunity, trade, markets, and although Great Britain had not, in the treaty, disclaimed the right of search, and other outrages against American commerce which caused the war, she did, in practice, abandon them.

Ships that had been idle for years came out of creeks, and coves, were repaired and repainted, and soon became busy; stores, warehouses and factories assumed an activity greater than for years before, and the country at large took part in the revival. The revenue collected by the United States government, which had only aggregated \$4,415,362 in 1814, increased to \$37,695,625 in 1815, of which the port of New York alone furnished \$16,000,000.

Reference must be made to political events, which have always had much to do with the activities and progress of the city. By the elections of 1814, the Federalists had gained control of the Council of Appointment, and as a consequence DeWitt Clinton was removed from the office of mayor and John Ferguson was appointed in his stead, but the latter was in the federal service as naval officer in the customs service, he was held to be incapacitated for the mayoralty, so he resigned the office of mayor, and Jacob Radcliffe, who had served as mayor for a year, in 1809-1810, was again appointed to the office. At the charter election of 1816, the Republicans, who at that time adopted the name of "Democrats," carried six of the ten wards, and they were equally successful in 1817. As a national party, the Federalists did not long survive the Hartford Convention. They nominated Rufus King, of New York, for President, and John Eager Howard, of Maryland, for Vice President, in 1816, but King received only thirty-four and Howard only twenty-two electoral votes, while on the Republican ticket, James Monroe, of Virginia, for President, and Daniel D. Tompkins, of New York, for Vice President, were each given 183, and were elected. In New York, DeWitt Clinton was elected governor of New York by unanimous vote of all the parties in the field, as successor to Governor Tompkins. The latter had an excellent record as governor, and was especially able as a war governor in raising and equipping troops. In January, 1817, he sent in his last message to the legislature, in which he recommended

the enactment of a law, which the legislature at once passed, declaring that all slaves in the State should become free on and after July 4, 1827. He went from the governorship into the vice presidential office for eight years, being reëlected with Monroe, in 1820.

The dislike of Tammany for Clinton, which has been before mentioned, had begun several years before, and had been part of a well-defined



EARLY VIEW OF BROADWAY FROM THE PARK

cleavage of the Republican party into factions. They had been designated, statewide, as Madisonians and Clintonians, from 1812 until the close of Madison's administration, but after that the faction opposed to Clinton were called "Bucktails," after an ornament worn by a certain section of Tammany, who had been especially conspicuous in their war on Clinton, and the designation, at first local, became applied to that wing of the Republican party throughout the State, and, after the disappearance of the Federalist party, became the dominant factor in State and municipal politics for several years.

In those days, antedating the telegraph, local factions in politics were little known in other States, and while by New Yorkers the distinction between the Bucktails and the Clintonians was very well recognized, outsiders knew little or nothing about the division. This was ludicrously illustrated, when, on Washington's Birthday, 1819, a grand ball was given by the Fourteenth (now the Seventh) Regiment, in honor of General Jackson, the hero of New Orleans, at the City Hotel. Among those present, the leading lights of Tammany were very much in evidence. In the crowded dining room the toast was given: "To General Jackson: so long as the Mississippi rolls its waters to the ocean, so long may live his great name and glorious deeds." After the cheers had subsided, the general made reply, and then proposed the toast: "To DeWitt Clinton, governor of the great

and patriotic State of New York." There were Clintonians enough present to give the toast assent, but the Bucktails, who looked upon Clinton as their greatest foe, were utterly confounded. Great confusion followed, and the general left the room. The affair was satirized by Fitz-Greene Halleck (under the nom de guerre of "Croaker"), in a poem entitled,

"The songs were good, for Mead and Hawkins sung 'em,  
The wine went round, 'twas laughter all, and joke;  
When crack! the General sprung a mine among 'em  
And beat a safe retreat amid the smoke.  
As fall the sticks of rockets when you fire 'em,  
So fell the Bucktails at that toast accurst,  
Looking like Korah, Dathan and Abiram,  
When the firm earth beneath their footsteps burst."

It is said that General Jackson, at that time, was not acquainted with Clinton personally, but had, from what he had heard about him, conceived a great liking for the governor.

The Bucktails continued to hold the majority in city elections, but the adherents of Clinton were strong in the State. In the charter election of 1818, the Bucktail faction elected their candidates in six wards, the Clintonians in one, and the Federalists in three. By the governor's casting vote in the Council of Appointment, Jacob Radcliffe was removed from the mayoral chair, and Cadwallader D. Colden, grandson of the former lieutenant governor of the province of New York, was appointed mayor, and in 1819 Richard Riker was removed from the office of recorder, and Peter A. Jay was appointed to the place. In the charter election of 1820, the Bucktails carried every ward in the city, except the second, and the legislative elections, in the following autumn, resulted in a victory of the same party, gaining them also a majority on the Council of Appointment, which enabled them to remove Colden and appoint Stephen Allen as mayor, and again make Richard Riker recorder. The same faction won all the wards except the first and second, in 1821, and in 1822 they made a clean sweep in every ward in the city.



MOUNT WASHINGTON COLLEGIATE INSTITUTE

Washington Square, Fourth Street, about 1820

This faction of the Republican party had for years been anxious to bring about the downfall of Clinton. While mayor, he had been appointed a member of the Erie Canal Commission, and had taken such a deep interest in the matter that he had become the most powerful promoter of that great project of internal improvement, which he regarded in the most optimistic manner, and which he had set his heart upon seeing accomplished.

Those opposed to the project constantly referred to it as "Clinton's Folly," but by doing so tended to make the impression wider that Clinton and the Canal were inseparable as an issue. It was upon that issue that he was elected governor, in 1817, and re-elected in 1820. In 1822 he declined a renomination, for the reason that the other faction had gained ascendency. That faction was headed by Martin Van Buren, who, from 1820, headed that group of Democratic politicians resident in Albany which, with various changes in member-



CORNER OF BROADWAY AND MURRAY STREET, 1820

ship, ruled their party in the State, and largely influenced its policy in the nation for twenty-eight or thirty years. It was popularly known as the "Albany Regency."

While politics in those days formed a large part of the citizen's life, the City of New York found matters of really greater importance to attend to. While Great Britain maintained some restrictions upon trade, especially trade with the East and West Indies, after the treaty of Ghent, the other European nations anxiously solicited American trade, and welcomed American products. Trade greatly revived, and new projects of lasting value to the city were inaugurated. In 1816 the famous "Black Ball" Line of clipper packets to Liverpool was established, and in rapid succession the establishing of the "Red Star," "Swallow Tail" and other lines followed, until instead of irregular departures, as before, the schedules were so arranged that there were weekly sailings, and the average outward running time of the Black Ball clippers was twenty-two days, and the homeward time twenty-nine days.

The winter of 1817 was exceptionally cold, and the ice was solid from New York to the Jersey side, on the Hudson River, so that people easily crossed on the ice. The next winter was also a very cold one, and besides the freezing of the Hudson, the Sound was also frozen over from Long Island to the Connecticut shore. Tents were erected by various enterprising outdoor merchants, on the ice, where hot potatoes, roasted clams, oysters and other things, likely to prove comforting to the pedestrians, were dispensed, and these were carried on until the 17th of February, in 1817.

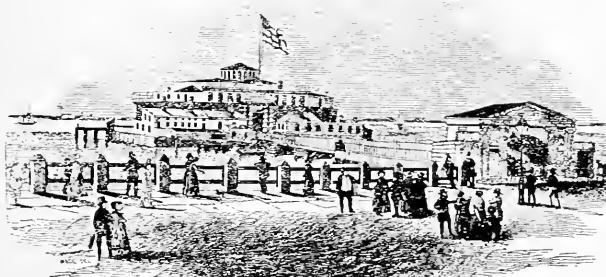
One of the notable events of 1818 was the removal, from Quebec, of the remains of the gallant Major General Richard Montgomery, of the Continental Army, who was killed in the assault on Quebec, December 31, 1775. The body was brought to this city and interred in St. Paul's Church, with impressive ceremonies and military honors. A beautiful cenotaph, voted by the Continental Congress, in 1776, to his memory, stands in the Broadway front wall of the church.

On May 25, 1820, the old Park Theatre, on Park Row, near Ann Street, which was first opened January 29, 1798, was burned to the ground. It had been the home of the classic drama, in which Sheridan's comedies, and other foremost plays of that era, had received their American premier productions. Its destruction was greatly mourned by friends of the drama, but it was replaced, in 1821, by a new and finer building, erected on the same spot by John Jacob Astor and John K. Beekman. This new theatre was closed soon after its opening, owing to the yellow fever epidemic which broke out in that year, and was not reopened until the autumn of 1822. This second Park Theatre was burned in 1849.

Visitation of the city by the dreaded "yellow jack" occurred in 1819, and again in 1822 and 1823. Before the last-named year, the disease had always appeared first on the eastern side of the city, but on this occasion it began on Rector Street, near the North River, a part of the city which had been regarded as the most salubrious, and all the cases were in that section. It made its first appearance on June 17th, and remained until November 2d. All who could, left the city; business was practically suspended, the Custom House and the banks removed into temporary offices in Greenwich village, and the streets below the Park, which were included in the infected district, were walled up by the Board of Health, and all the residents of houses within the walled district were induced, or, where necessary, compelled to leave their homes until the return of cold weather. This was the last visitation of yellow fever, as an epidemic, to New York. The number of deaths from the disease that year was two hundred, which was not nearly as many victims as on most of its previous visitations to

New York. This low death rate was credited to the vigorous measures adopted by the health authorities. The quarantine station was established on Staten Island, in 1821.

In the summer of 1824 the great event was the visit of the great General La Fayette, who arrived in New York in the ship Cadmus, accompanied by his son, George Washington La Fayette, and his secretary, Auguste LeVasseur, on Sunday, August 15th, landing on Staten Island, where he was entertained until the next day by Daniel D. Tompkins, then Vice President of the United States. On the next day he was escorted up to the city by a great naval parade, including every kind of vessel, steam or sail, with manned yards, flags flying, bands of music and everything which could be devised to add



CASTLE GARDEN  
A fort in 1812

to the cordiality of the occasion. Washington's famous ally was taken by surprise. He had not dreamed of so public or so warm a welcome. Though a nobleman of high rank and a statesman of distinction, his fortune had been greatly reduced and he came with some misgivings as to whether his slender means would permit him to see much of the country. But America, at least as far as La Fayette was concerned, was not the proverbially ungrateful republic. It remembered his services in behalf of American independence, and gave him such a welcome as had never been accorded before to any visitor to these shores. Landing at Castle Garden, he was welcomed by the corporation, headed by Mayor William Paulding. He was then taken to a reviewing stand to review the troops drawn up in line at Battery Park, under command of Major General James Benedict. From there he was taken in a barouche, drawn by four horses, up Broadway to the City Hall. Cheering thousands lined the way: every place of vantage, on porches, window sills and roofs, along the route was occupied. Arrived at the City Hall, the mayor welcomed him in an appropriate speech, to which the general made a brief but fitting reply. He was given a brilliant reception and banquet at the City Hotel, and a large suite of rooms and ample provision for himself and suite were provided by the city. He remained until the 19th, was taken to see all of the city's institutions, visited Harlem under a military escort, and was feted and entertained by the leading citizens as well as many of his old comrades in arms. Daily, during his stay, he held a public reception in the council cham-

ber in the City Hall and shook hands with thousands of people, and when he departed for his tour of the country he was escorted for several miles out of the city by a detachment of troops. On his passage through the city (after visiting Boston), on September 10th, he was again entertained, including a grand concert of sacred music at St. Paul's Church, and when, after thirteen months of hospitality from the government, municipalities and people of the United States, he returned in September, 1825, to New York, to embark on his homeward voyage, he was bid adieu by the citizens at a *fête* at Castle Garden, which was the most elaborate function that had, up to that time, been given in this country.

After 1820 the selection of the mayor of New York was taken away from Albany, the Board of Aldermen, by enactment of that year, being substituted for the State Council of Appointment as the appointing power. Stephen Allen was mayor for 1821 and 1822, and was succeeded by William Paulding, who was mayor for the years 1823 and 1824. Philip Hone was appointed mayor in January, 1825, but served only one year. He was afterward, by appointment of Zachary Taylor, naval officer of the port of New York, serving from 1849 to 1851. Mr. Paulding again filled the office in 1826 and 1827. Mayor Paulding was a native of Tarrytown, New York, and nephew of John Paulding, who captured Major André. He settled in New York about 1795, in the practice of law, married a daughter of Philip Rhinelander, and was elected to the Twelfth Congress in 1810, but was absent from the last session of that Congress because of military duty. He took an active interest in raising and equipping militia regiments for the War of 1812, and rose to the rank of brigadier general of militia. He took the lead in the honors to La Fayette on his visit to New York in 1824.

When DeWitt Clinton declined to stand for nomination to the governorship in 1822, it was because he felt that the Albany Regency was so strongly intrenched in political power that it might be able to accomplish his defeat. Martin Van Buren and his companions in the Regency as well as the Bucktails in New York were much delighted that their years of endeavor in that direction had at last resulted in the final elimination, as they thought, of Clinton from the political situation. He was still, however, a member of the Erie Canal Commission, of which he had been the chief promoter and central figure from 1810. To complete the discomfiture of their greatest foe, by striking him where it would hurt most, they removed him from the commission. The canal project now approaching completion had, in its earlier and more doubtful years, been called by its opponents "Clinton's Big Ditch" and "Clinton's Folly." But now no one called it folly, and his enemies determined to eliminate him from the work of which he had for so many years been the centre and dynamic.

But the way they took to accomplish it defeated their object. A storm of public indignation at this action took the situation entirely out of the hands of the bosses, and swept Clinton back to the governor's chair. So that instead of elimination, they had dealt exaltation. Clinton was elected governor in 1824, and was in that office until February 11, 1828, when he suddenly died at Albany.

The canal for which he had worked so hard was completed in the autumn of 1825. The Seneca Chief, the first canal boat, left Buffalo at ten o'clock on the morning of October 26th, having on board Governor Clinton, Chancellor Livingston, General Stephen van Rensselaer, Thurlow Weed, Colonel W. L. Stone and Joshua Foreman (founder of Syracuse). By arrangement cannon had been placed at intervals along the entire route, each of the cannon being within hearing distance of the next one, and in this way, when the cannon at the starting place in Buffalo boomed the signal that the flotilla of canal boats had started, the next cannon took it up, and so on down the line, so that in an hour and twenty minutes New York received the message, and answering back, the reply reached Buffalo within three hours from the time the first signal had

been fired. This held the record for quick transmission of a message over such a distance until the electric telegraph was invented, and time and space were practically annihilated.

The 4th day of November, 1825, when the distinguished party with their canal boats reached New York, was a day which was always remembered by those who at that time resided in the city. The naval fête, which formed a part of the celebration, was by far the finest that had ever been given here or elsewhere, and was probably never equalled by any



CORNER OF BROADWAY AND GRAND STREET, 1824

that came after until the Hudson-Fulton tercentennial celebration of 1909. Military and civic processions on land, in which every organization in the city, political, commercial or otherwise, took part; the night illuminations of all the public buildings, hotels and institutions; the lavish and profuse displays of fireworks, of music, the cheering, the display of flags by day and lights at night on practically all private as well as public houses; the entertainments,

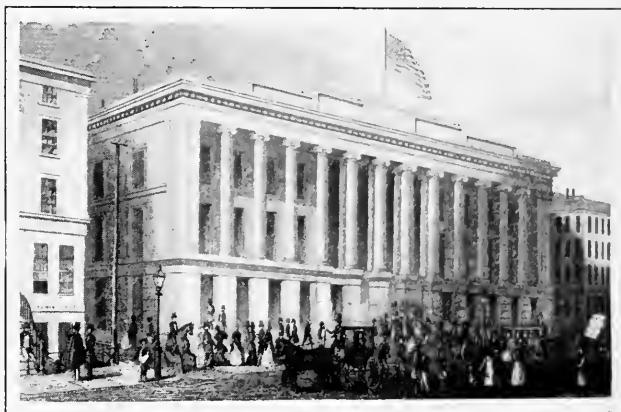
receptions and balls which took up the four days of the celebration, which finished with the grand ball in the La Fayette Theatre, on Laurens Street, all testified to the high appreciation of what this direct waterway connection with the Great Lakes meant to the future of New York.

The success and enthusiasm attending this celebration of the completion of "Clinton's Big Ditch" was doubtless very gratifying to the governor, as the culmination of his greatest lifework. The results of the operation of the canal more than verified the hopes that he and the other optimists identified with this great work had ventured to express. It gave access to markets, added value to lands, settled not only the great central valley of New York but the great western region tributary to the Great Lakes, and greatly increased the population of the city of New York, which, from 123,706 population in 1820, grew to 202,589 in 1830. By this canal commerce flowed to and from New York, and its accomplishment made certain beyond rivalry the position of New York as the commercial metropolis of America.

In 1825 an important incident was the laying of the corner stone of the Merchants' Exchange, in Wall Street. Prior to that time the meeting place of the merchants of New York had been at the Tontine Coffee House, at Wall and Water Streets, a large building erected in 1792. The new Merchants' Exchange was completed in 1827.

In May, 1825, the first gas pipes were laid by the New York Gas Light Company, a small beginning for what is now the most extensive gas lighting system in the world. The plant was rapidly extended, and in a few years the old oil lamps were replaced by gas in the principal streets of the city.

With the revival of business, following the completion of the Erie Canal, there was an era of speculation which came to an untimely end, in the panic of 1826, in which many lotteries, wildcat banks and ephemeral schemes, many of them fraudulent in origin, and others of honest intention, went to the wall. Its immediate effects were disastrous to many, but its ultimate results were to render the public more cautious and lead to a healthier condition in the business world.

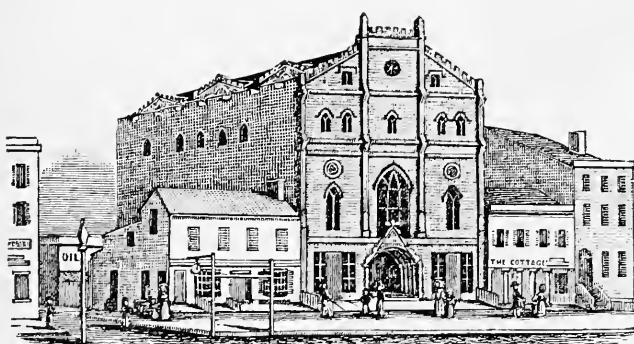


OLD MERCHANTS' EXCHANGE

William Paulding was succeeded in the office of mayor, in 1828, by Walter Bowne, who served until 1833. He was a descendant of a well-known Quaker family of that name, of Flushing, Long Island. He had for several years been successfully engaged in business in New York City as a hardware merchant, and had also attained some prominence in politics as a Democrat, having been elected, for three consecutive terms, to the State Senate. His successor was Gideon Lee, a prominent leather merchant, who served one year only in the office, a new law being passed by the legislature making the office elective.

The election of 1824 had been divided as factional rather than partisan, all four of the candidates, Jackson, John Quincy Adams, Clay and Crawford, being classed as Republicans. Neither candidate received a majority of the electoral vote, and the decision was therefore left to the House of

Representatives, which chose John Quincy Adams. In 1828, the other candidates being eliminated, the contest was between Andrew Jackson, supported by the dominant faction of what had been called the Republican party, which in this national contest took, for the first time, the name of "Democratic Party" for its official designation; and John Quincy Adams, who was



GOTHIC HALL, BROADWAY, 1827

largely supported by those who had, before its organization disappeared, been aligned with the Federalist party, was now running under the party designation of "National Republican." Jackson was elected.

Governor DeWitt Clinton, having died suddenly at Albany, on February 11, 1828, the lieutenant governor, Nathaniel Pitcher, served until the election of that year, when Martin Van Buren, who was then United States Senator, was elected to the office of governor, which he resigned his senatorship to accept. He resigned the governorship, in 1829, being called to Jackson's cabinet as secretary of state, and Enos T. Throop became governor.

New York took a prominent place in political affairs by the organization of the Whig party, at a meeting held here in 1830 to promote the presidential candidacy of Henry Clay, and favoring a protective tariff and the preservation of a national bank. The latter made a direct issue with Jackson, who had vetoed the bill to continue for another term the charter of the United States Bank, which would expire in 1836, and in this he was

supported by the Democratic party. Thus the distinction between parties was more clearly defined. Henry Clay, as a "National Republican," was a candidate against Jackson, in 1832, but he was overwhelmingly defeated by the latter; and William L. Marcy, Democrat, was also elected governor of the State.

A very important event of this period was the organization of the New York and Harlem Railroad, which was the first horse-railroad in the world, and the initial enterprise in the tramway system of urban and interurban transportation.

After the last visitation of yellow fever, in 1823, New York was practically unmolested by epidemic diseases, except as isolated

JUNCTION OF BROADWAY AND THE BOWERY ROAD, 1828

cases, brought in on ships, were treated at quarantine. But in 1832, New York had a new and most unwelcome visitor in the Asiatic cholera, which raged with much violence during the summer months, and it appeared again in 1834. There were 5835 cases and 2996 deaths in the former year, but its fatalities were greatly decreased on the second visitation.

In 1834, for the first time, the mayor of New York was elected by the popular vote, under the new law. Cornelius Van Wyck Lawrence was the Tammany candidate, but many independent Democrats, as well as the Whigs, supported Gulian C. Verplanck on an independent ticket. In those days the number of polling places was small, the polls were held open for



GRACE CHURCH AND VICINITY, 1828

three successive days, and there was no registration of voters. Excitement ran high because of the veto of the bank charter, which was rather generally and quite bitterly opposed by the conservative element in the community, but was supported by most of the Democrats, and particularly in New York City, by those of Tammany affiliations. In the sixth ward, where election disturbances were by no means infrequent, there was a raid on the polls by Jackson Democrats, who destroyed the ballots and everything in the room where the election was held. Finally, the militia had

to be called out to preserve order, and were managed with such effectiveness that the riot soon quieted, although there had been numerous conflicts until the military arm was brought to bear. The result of the poll was favorable to Mr. Lawrence by a small plurality, but the council had a Whig majority. Mayor Lawrence had long been a man of prominence in political affairs, and had served in Congress before being elected mayor.



OLD CUSTOM HOUSE

Besides these disturbances, popularly known as the "Election Riots," many others occurred. Other lawless mobs soon after set in to break up the abolition meetings of William Lloyd Garrison, and soon after, the mob made severe attacks on some negroes who were trying to hold religious meetings, and these disturbances were only quelled by a new recourse to the aid of the militia. The same means had also to be used to quell a stone-cutters' riot in August, 1834, caused by the employment of State prisoners on cut-stone work.

News of the death of General La Fayette, in France, on May 20, 1834, reached New York on June 20th, and the City Council ordered that June 26th should be set apart for a proper ceremonial observance in honor of the popular French commander, and the day was marked by a very decorous and appropriate observance, including a military parade, and an address at Castle Garden, in the evening, by Frederick A. Tallmadge. The city buildings and many business and private buildings were draped in mourning.

A most important move was made in the spring election, in 1835, when it was decided to secure a supply of water from the Croton River, forty miles distant. The existing supply had become palpably inadequate, and

the Croton project met with marked approval, although it was an ambitious and expensive undertaking for the resources and population of the city in those days. Samuel Stevens, who had been representative of the second ward in the Common Council for several years, is entitled to the chief credit of this undertaking, which was completed in 1842.

The most disastrous fire in the history of the city occurred December 16, 1835. It raged through that night and all the next day and night, and was not under control until the 18th. It burned along Wall Street from East River to Exchange Place, to Beaver, Hanover Square, Coenties Slip, and back to the river, covering an irregularly triangular piece of ground thirteen acres in extent and destroying 693 houses and stores, with property valued at eighteen million dollars. The South Dutch Church, in Garden Street, and the fine marble Merchants' Exchange, in Wall Street, were among the buildings destroyed. The loss was so great that practically all of the fire insurance companies were unable to meet their losses, and failed. The supply of water, insufficient at the best, was rendered the more inadequate because of the freezing weather. The blow to many of the enterprises was a staggering one, but the losers built up new buildings in a very short time, and the structures were of much improved quality.

The policy of Jackson with reference to the United States Bank had met the approval of the country at large, but had been very unpopular with most of the business men of New York and the other large centres. Even many who agreed with the Jacksonian reasoning against the renewal of the charter of the bank thought that his policy was defective in failing to furnish some adequate substitute for that institution. But Jackson prevailed; the charter had not been issued. Jackson withdrew the government deposits from the bank, and when a few years later it tottered to its fall, it showed such conditions in its management and methods as seemed to justify the harsh measures which Jackson began and Van Buren continued against the charter.

Besides destroying the bank and taking the government deposits from it, Jackson had paid off the national debt, which sent much specie out of the country. There were many banks established, and as there was no plan for securing to banks a national charter, the projectors turned to the States, many of which had no system of examining or controlling their banking institutions, so that many, perhaps the majority, of the banks instituted were without any basis worthy the name. Bank bills were issued in large quantities, but there was no certainty that they were worth anything. Notes freshly issued might be paid by banks at their counters, and the next day the bank might fail. The government land offices had received much of this "wild-cat" money and sustained much loss, until Jackson issued a special order that gold and silver only should be received on land payments. As this business was

very active in those days of land speculation, the gold and silver, of which the supply was small at the best, found its way into the national treasury.

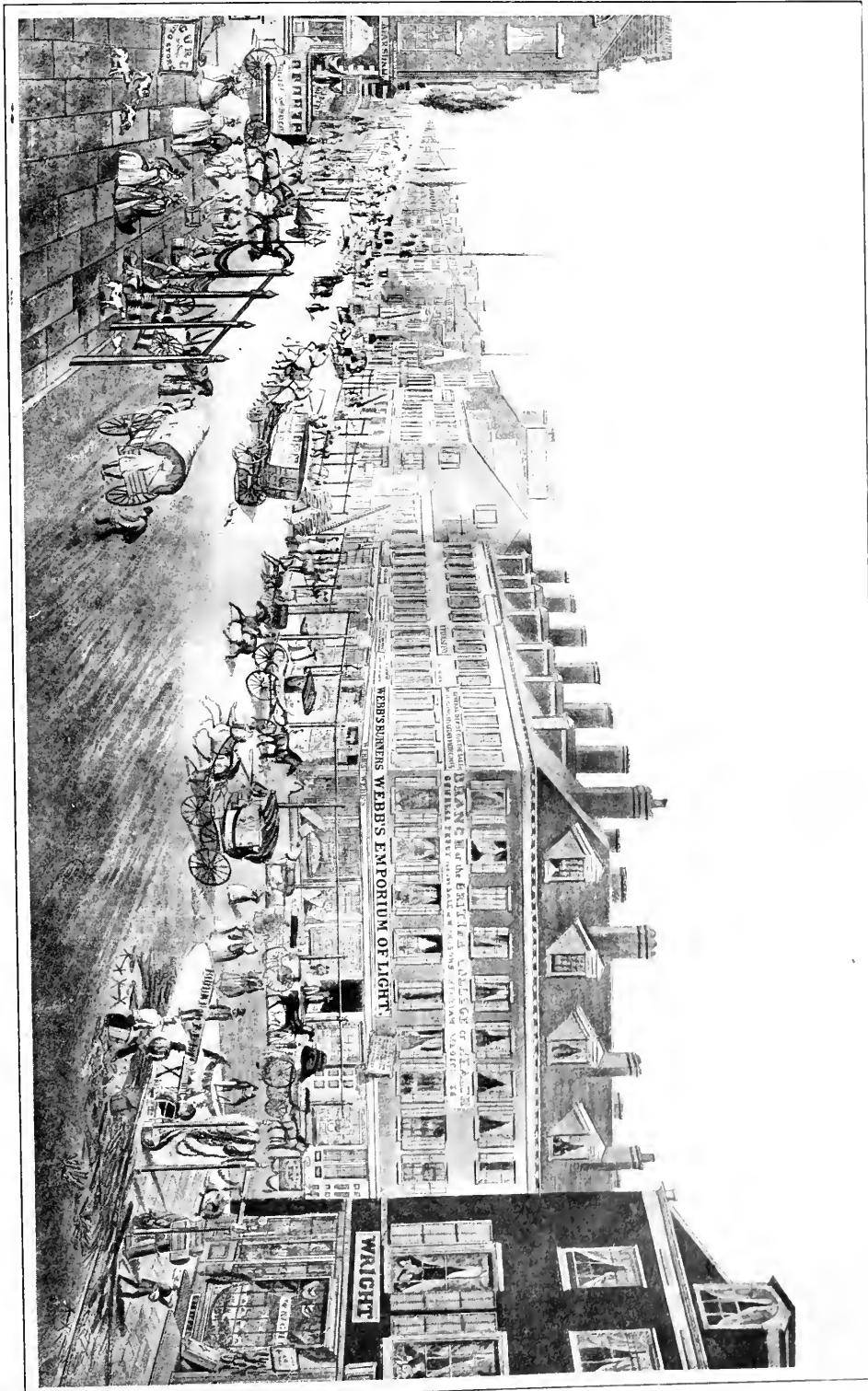
Added to this condition of the country were high prices for food products. There was a short crop of wheat, and flour as a consequence of that fact, and of the operations of some keen speculators in the commodity, went up from seven to twelve dollars a barrel. Meat also went up to abnormally high prices, and coal was ten dollars per ton. There was great murmuring among the poor, and in answer to a poster headed "Bread, Meat, Rent, Fuel!" which called for a meeting in City Hall Park, a large crowd gathered in the evening of February 10, 1837. One of the agitators who spoke told the crowd that Mr. Eli Hart had 53,000 barrels of flour in his store in Washington Street, and a rush was made thither. Men, climbing up into the upper floors, dashed about five hundred barrels of flour out into the street, where the flour from the bursted barrels emptied into the roadway. At this point an alarm was sounded that the soldiers were coming and the mob desisted from its labors there, although other places were visited and several similar acts were done, though with less damage.



TONTINE COFFEE HOUSE AS IT APPEARED IN 1812

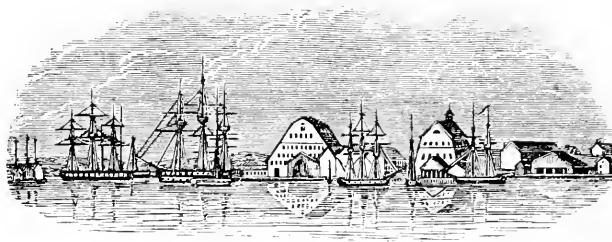
notes in circulation became valueless. Such specie as was outside of the treasury went into hiding, and all kinds of property—stocks, houses, lands and merchandise—were offered at ridiculously low prices, but purchases were few. Many large business firms failed, mills and factories shut down because their products could not be sold. Rich men became poor, and poor people, because there was no work to be had, suffered for lack of food. The "panic of 1837" passed into history as probably the most severe monetary crisis this country has ever experienced, and in no place was it felt more keenly than in New York, where all the banks suspended May 10, 1837.

When Roger Brooke Taney, Jackson's secretary of the treasury, had withdrawn the government's deposits from the United States Bank, in 1833, he had deposited the money in various State banks, which, in the vigorous Van Buren campaign, were designated "pet banks" by the opposition. Much



BROADWAY, NEW YORK, 1836

of this money had been borrowed by the States in which they were located, to use in internal improvements, such as roads, railroads, canals, and the like. When the panic of 1837 came, many of the banks were unable to return to the government the money it had loaned them, and the government was greatly embarrassed. A special session of Congress was called which, on the request of the President, authorized the Treasury Department to issue \$10,000,000 in notes, and provided for an independent treasury, the idea of which was originated by Levi Woodbury, then secretary of the treasury, as a depository where the money of the government should be kept, instead of in the banks, and this was the foundation of the present system, the branches or subtreasuries afterward being added, of which that in New York has always been of the greatest importance.



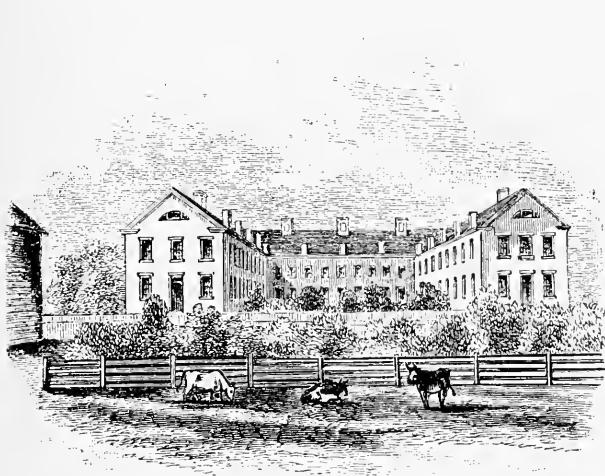
NORTHERN VIEW OF NAVY YARD AT BROOKLYN, 1835

## FROM THE PANIC OF 1837 TO THE ELECTION OF ABRAHAM LINCOLN—MUNICIPAL PROGRESS VARIOUS RIOTS AND DISASTERS

The banks which had suspended in New York, in May, 1837, had been compelled to do so because of the conditions which made that course the best for the banks, their shareholders and their depositors. There were twenty-three incorporated banks in the city, with an aggregate capital of \$20,361,200. These banks, through their officials, held a consultation, on August 15th, and under the plans proposed by Albert Gallatin, appointed a committee, of which he was head, to call a convention of the principal banks of the country to agree upon a time for the resumption of specie payments, and take other steps to relieve the situation.

The banks of Philadelphia, influenced by the Bank of the United States (then operating under a charter from the State), declined to attend the convention, nor did any delegates attend from Louisiana, Mississippi, Alabama, or Tennessee, in which States the banking system was practically under the control of the Bank of the United States. But on November 27th the meeting was attended by delegates from seventeen States, and from the District of Columbia, and resolved upon the resumption of specie payments by July 1, 1838, but authorizing such banks as found it necessary to do so to resume before, this latter clause being put in because under the law of New York State a bank suspended for more than twelve months would forfeit its charter. Attempts to get the Philadelphia banks into the agreement having failed, an effort was made in another meeting to secure general accord in specie resumption by a slight postponement. Meanwhile, the New York banks having reduced their liabilities fifty per cent., Mr. Gallatin's committee reported that if supported by the community and the State authorities, the banks could resume on May 10, 1838. A general meeting of citizens was held, in which great satisfaction with this announcement was expressed; and the action of the committee was approved and public support pledged. Secretary Woodbury wrote, pledging the support of the United States Treasury. The New York banks resumed upon the date named, with such success that the banks throughout the country were compelled, by popular opinion, to resume on July 1st. The failure of the Bank of the United States, in the following year, carrying with it the entire banking system of the Southwestern States, together with disclosures highly discreditable to the management, put an end to the political demand for the creation of a new charter for that institution.

The number of city wards had been increased to sixteen, in 1835, and to seventeen, in 1836. The Whigs were successful in the elections of 1837 and 1838, securing majorities in both boards of the Common Council, and electing Aaron Clark as mayor, being the second mayor of the city elected by the popular vote. The Democrats were successful in 1839, electing Isaac L. Varian as mayor, and he was re-elected in 1840. Robert Morris, of the well-known Revolutionary Morris family, was the Tammany candidate for mayor in 1841, 1842 and 1843, being elected in all three years.



THE HOUSE OF REFUGE

At the junction of Broadway and the Old Post Road  
Erected in 1824; burnt, 1838

English extraction. The first considerable immigration was Jewish, but soon the Irish predominated. The numbers of those who arrived were very small as compared with the immigration of the present day. The ten years, 1822-1831, inclusive, brought to the United States, through all ports, a total of 156,943 alien passengers, which included, besides immigrants, all foreigners who came on a visit, the records being kept in that way. The annual influx was under 10,000 until 1825, under 20,000 until 1828, when 27,382 arrived, then fell to below 24,000 for three years. In 1831 there were 22,633 arrivals, which suddenly increased, in 1832, to 60,482; and in the decade of 1832-1841, inclusive, there were 657,077 arrivals of alien passengers in the United States, or more than four times as many as in the previous decade. The Irish immigration greatly predominated in that decade, and until 1849.

From the first, the immigration came into the country very largely through the port of New York, and that was never more true than now, for in the fiscal year, ending June 30, 1909, of 751,786 incoming immigrants, 580,617, or about 77.23 per cent., came through the port of New York. This condition has been important as a factor in giving the population of the city its cosmopolitan character. The Irish-born population of New York is equal to that of Dublin; the German-born population equal to that of Frankfurt; the Italian-born population exceeds that of Venice; and the Jewish population is larger than in any other city of the world. More than half the population of the city is, wholly or partly, of foreign parentage.

The inhabitants of the city, at the beginning of the Nineteenth Century, were nearly all native born, of Dutch or Eng-

The panic of 1837 had a remarkable effect on immigration to the United States in the following year, for from 79,340 alien passengers, in 1837, the number dropped to 38,914, or more than fifty per cent., in 1838. But this was only temporary, for the number rose to 68,069 in 1839, and 84,000 in 1840. The potato famine of 1846 started a great Irish immigration, the total alien passengers being 154,416 in that year, and 234,968 in 1847, largely Irish. Political events in 1848 and the following years gave impetus to a German immigration, which was soon to outnumber the Irish, and the California gold discoveries, in 1849 and 1850, made the stream of immigration larger and larger from every source. There was a check just before and during the Civil War. After the war it increased again. The Scandinavian immigration became a leading factor, going largely to the grain fields of the Northwest. Italy began to figure very largely, and with Russia and Austria-Hungary now furnishes the greater part of the immigration.

The immigration to New York affected its politics. The naturalization laws made the immigrant eligible to citizenship within five years, and the growth of Tammany, as a political power, came largely from the policy of the organization in working for the support of the large number of potential voters who were brought by the packet ships to the city. Soon foreign-born citizens were not voting, but holding office, and whereas the Democratic and Whig parties had heretofore been the controlling contestants for the offices, there arose a new party based on opposition to the policy of the Democrats in parcelling out offices to alien-born citizens, and in the charter election of 1844, the Native American Party had taken so many from the other parties (especially from the Whigs) that James Harper, its candidate, received 24,510 votes, to 20,538 for Jonathan I. Coddington, the Democratic candidate, and 5297 for the Whig nominee. This was the first election after the passage of the law abolishing property qualifications for the suffrage.

On June 27, 1842, there was a celebration, with appropriate ceremony, at the receiving reservoir, in Yorkville (Eighty-sixth Street and Sixth Avenue), of the letting in of the water from the Croton Aqueduct, in which



BROADWAY HOMESTEAD OF MAYOR VARIAN, 1839

the mayor, Common Council, the governor, and higher judicial officers participated; and on July 4th there was a similarly appropriate programme

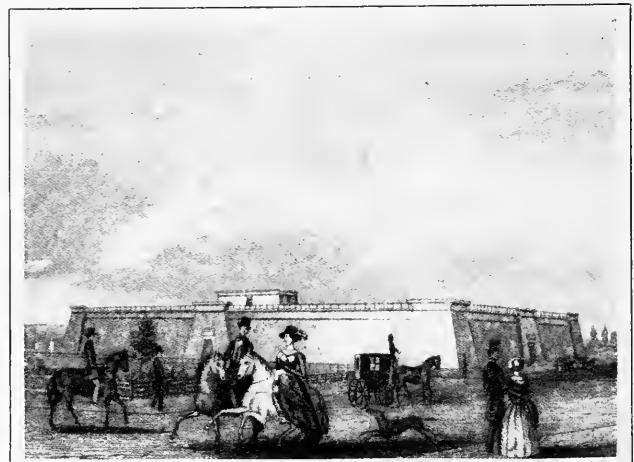
to celebrate the letting in of the water to the great distributing reservoir, at Forty-second Street and Fifth Avenue, on the spot now occupied by the magnificent marble edifice of the New York Public Library, adjoining Bryant Park. On October 14th, the bringing in of the Croton water was made the subject of a public celebration, in which the whole city participated, and which in extent and magnificence exceeded even the great celebration of the com-



RECEIVING RESERVOIR  
"Croton Celebration," 1842

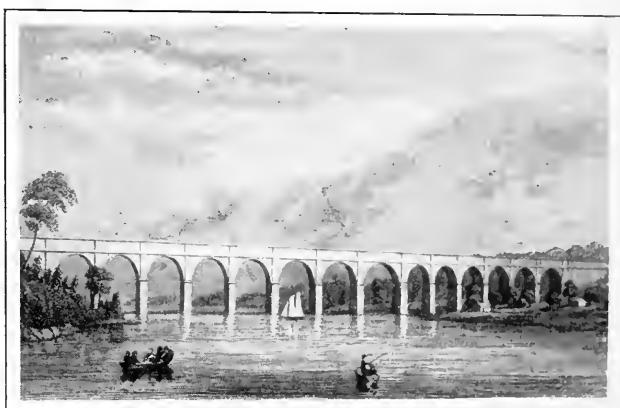
pletion of the Erie Canal, which, until this standard of ultimate magnificence by which all subsequent celebrations were compared. It included a parade, which was the finest ever witnessed in the city to that time, and included representatives of all societies.

At the City Hall the water-works were formally transferred to the city; and the Sacred Music Society sang a new ode, written by George P. Morris for the occasion. There was an address by Mayor Morris; and Governor Seward made a speech, in which he advocated the completion, by the State, of the enlargement of the Erie Canal, which had been suspended some time before, because it was found that the cost was greater than anticipated. There were many other features of festivity, but the climax was in the opening of the beautiful newly erected fountains in Union Square and City Hall Park, for many years among the greatest attractions of the city.

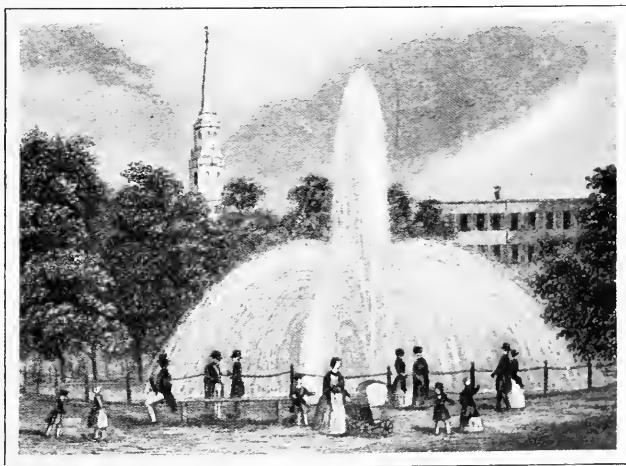


DISTRIBUTING RESERVOIR

In 1842, an act was passed declaring that none of the school moneys, to be distributed by the New York Board of Education, should be given to any school in which any religious or sectarian doctrine or tenet should be taught; and in the following year Archbishop Hughes raised the objection that to allow the Bible to be read daily in the schools was teaching a sectarian doctrine. Colonel William L. Stone, then superintendent of common schools of New York, taking the other ground, there was a long public discussion, extending into the summer of 1844, when it was suspended by the illness and death (in August) of Colonel Stone. It was decided by the Board of Education, November 13, 1844, "that the Bible, without note or comment, is not a sectarian book, and that the reading of a portion of the Scriptures, without note or comment, at the opening of the schools, is not inculcating or practising any religious or sectarian doctrine or tenet of any particular Christian or other religious sect."



AQUEDUCT BRIDGE



PARK FOUNTAIN  
"Croton Celebration," 1842

provided for three forces, the watch, the municipal police, and the police proper, but using little care in the allotment of duties so as to avoid a conflict of authority. Under it, however, Mayor Harper appointed the

Harper, the Native American mayor, had the distinction of appointing the first regular uniformed police force of New York. The Legislature enacted, in 1844, the Municipal Police Act, but provided that it should not take effect until the city should pass ordinances to make it effective. As the City Council was of a party different from that in control of the Legislature, it did not put the act into effect, but passed an ordinance of its own, which

first uniformed police corps, known as the Municipal Police, but more familiarly as "Harper Police," and "M. P's." The old night watch, consisting of about one thousand men, whose only uniform was the firemen's hat, without its front helmet piece (whence the popular name of "Leatherheads") were still continued, there being only two hundred of the uniformed force appointed by Mayor Harper.

In the election of 1844 the Whigs had hoped by their support of Harper to secure the Native American vote for their national ticket (Clay and Frelinghuysen) in that year, but as many of the Native Americans were also abolitionists, they supported Birney and Morris on the Liberty Party ticket, and the Democrats carried the State for Polk and Dallas, securing their election. Harper was a candidate for reëlection as mayor, in 1845, but received only 17,485 votes. The Whig candidate, Dudley Selden, had 7032 votes, and the election was won by the vote of 24,307, polled for William Frederick Havemeyer, the Democratic candidate. He was born of German parentage, in New York City, February 12, 1804, was graduated from Columbia College, and after that connected with his father's sugar refinery, until 1842, when he left that business. He was thereafter very prominent in political affairs, and was three times elected mayor of the city: in 1845, 1848, and 1872.

There were several notable events in 1845, that of most permanent interest being the completion of the magnetic telegraph (New York, Philadelphia and Washington Line), being the second ever constructed; the first, between Washington and Baltimore, having been completed in the previous year. In 1846 lines were extended from New York to Boston and to Albany, and the system was rapidly extended to cover the entire country.

On July 19, 1845, a fire broke out which proved to be second only to that of 1835 in the amount of damage done. It completely destroyed Exchange Place, and Beaver Street from Broadway almost to William Street. Both sides of Broad Street, from above Exchange Place to Stone Street, with the east side of Broadway and Whitehall, were destroyed. Above Exchange Place the flames crossed Broadway and consumed several houses on the west side of that thoroughfare. The loss has been variously estimated at from six millions to ten millions of dollars.

After Mayor Havemeyer took office, in 1845, the City Council, finding that the police ordinance of the previous year was not working well, took the necessary action, under the Act of the Legislature of 1844, to establish a Police Department in accordance with its provisions. It ended the old system of watchmen, and ended the terms of many officers, such as marshals, street inspectors, fire wardens, health warden, lamplighters, dock masters, inspectors, etc., and appointed in their stead a force of day and

night police, not to exceed eight hundred in number, locating them in district headquarters, under the supervision of captains and assistant captains, and headed by a chief of police appointed by the mayor. This was the force until 1856, when the Legislature created a new system of Metropolitan Police to take its place. The Democrats elected Andrew H. Mickle, mayor, in 1846, but the Whig candidate, William V. Brady, was elected in 1847, and William F. Havemeyer, for another term, in 1848.

New York was well represented both in the rank and file of the Mexican War, which followed, in 1847-1848, the admission of Texas to the Union. General Worth, who was from this city, was one of the heroes of the victorious army from Monterey to the capture of Mexico. Commodore Sloat, who raised the American flag in that other Monterey, in California, was a New Yorker, as was General Stephen Watts Kearny, who marched sixteen hundred men through a thousand miles of desert and seized Santa Fé, and his nephew, Philip, who was the first American soldier to enter the gates of Mexico, lost an arm at Chepultepec, and became the "gallant General Phil Kearny" of the Civil War, until that fatal day of Chantilly which ended his life, in 1862.

In our Twentieth Century days we are not entirely strangers to professional animosity on the stage, but it is more frequent on the operatic than the Thespian boards. It was different toward the end of the first half of the Nineteenth Century, and it is probable that professional jealousy of actors never had more serious results than did that which existed between the two tragedians, Edwin Forrest, the American, and William C. Macready, the Englishman. As to the foundation for the ill feeling, there are very conflicting accounts. Forrest had played in England and Macready had been on two previous tours in the United States. Both tragedians had been very successful on both continents, for each was a magnificent actor; but each had in the other's country met with some unfavorable newspaper criticism and charged that his rival had instigated it. One account says that Forrest had witnessed a performance by Macready, at Edinburgh, and had hissed him; and another, that Macready had given Forrest a similar affront in London. The chances are that in its origin the whole feud



COLUMBIA COLLEGE, 1840

may have been built up on baseless rumors, but it was in full operation when Macready, then in his fifty-sixth year, came over on a third visit to the United States, in 1848. He opened in New York, and had a very successful engagement, but on the last night, which was his benefit, he took occasion, in the course of a speech which he made to the audience, to mention some party or faction which had organized to prejudice the American public against him.

Going to Boston, a newspaper of that city published a strong attack upon him; and in Philadelphia, while his engagement was a successful one, the management of the house where he played only prevented a riot with the aid of a strong police force. Again, at the end of the engagement, in the speech usually given on such occasions, Macready made reference to having received ungenerous treatment at the hands of an American actor. Edwin Forrest at once published a card in a Philadelphia paper in which he attacked Macready viciously, making several charges against him, and calling him a "superannuated driveler," and a "poor old man" who was "disturbed by a guilty conscience." To this card Macready rejoined with another, declaring Forrest's statements to be without foundation, and threatening an action for libel. Nothing was further done hostile to Macready, except occasional attacks from newspapers which had espoused the Forrest side of the quarrel; but his performances were undisturbed until his return engagement at the Astor Place Opera House, in New York, in May, 1849. He advertised to open on Monday, May 7th, in

"Macbeth," which Forrest was at the same time playing at Wallack's Theatre, in Broadway.

The subsequent proceedings indicate that there was concerted action to prevent Macready from playing, and many afterward blamed Forrest for the results which followed — probably unduly. There is much doubt whether Macready had anything to do with the things occurring in England, which Forrest charged against him, though



OLD POST OFFICE

Formerly Middle Dutch Church, Nassau and Cedar Streets

it is certain that Forrest believed he had. But the hostility against Macready, while largely excited by the reports of his quarrel with Forrest, had a stronger basis in the temporary intensity of the Native American movement of the

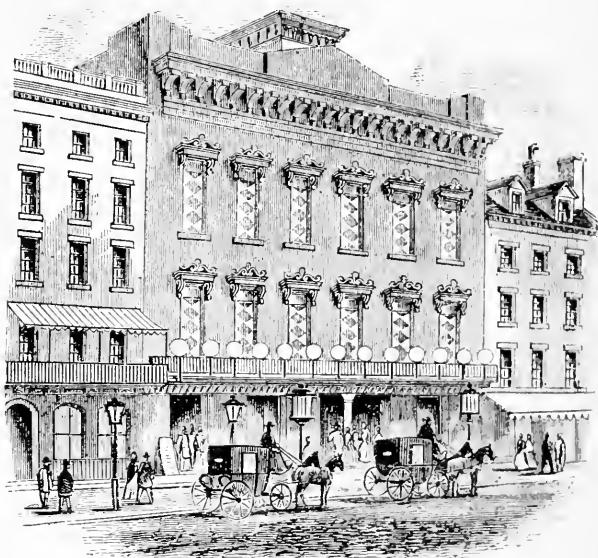
time. Caleb S. Woodhull had just been elected mayor, as the Whig candidate, with the general support of the Native American faction. The large influx of foreigners after the Irish famine of 1846, had greatly increased the nativistic sentiment, which in many places had become an unreasoning hostility to everything foreign, this being especially true of New York.

On the Monday night, a large crowd waited quietly on the outside of the opera house, and when the door was opened went in without disturbance to their seats. The witches' scene, with which the play opens, went through quietly, but Macready's appearance was the signal for hisses, catcalls and shouts of disapproval. Macready continued through the act, though not a word he said could be heard.

In the next act, when Mrs. Pope came on, she was saluted with such vulgarity and abuse that she fled from the stage, and when Macready appeared again he, too, was compelled to retire by a shower of stale eggs and heavy missiles. The play was suspended, and the disturbers went home in triumph.

Macready proposed to the managers to throw up the engagement, but, hearing of this, many who felt that the proceedings of the evening were a disgrace to the city, joined in a request to the distinguished actor to reconsider his decision, promising him ample protection from any repetition of the outrages of the opening night. It was signed by more than forty of the leading citizens of New York, and Macready responded to the request favorably, naming Thursday, May 10th, as the date of his appearance in the same play. Announcements were posted, and at the same time bills were placed, side by side with Macready's, announcing a performance of the same play by Forrest at Wallack's Broadway Theatre.

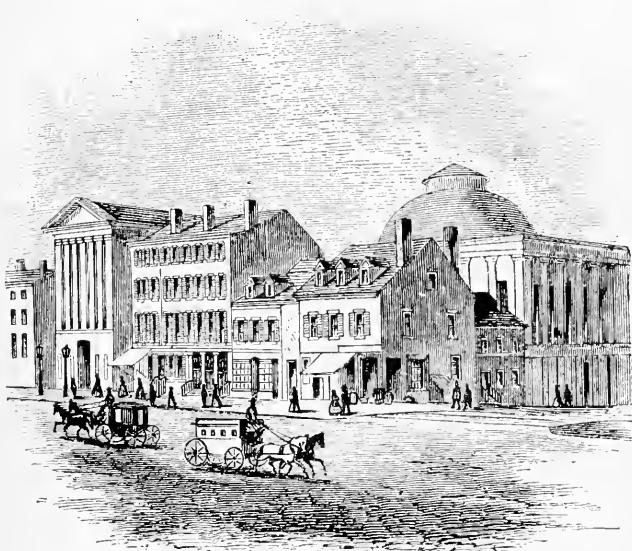
Almost simultaneously there also appeared a handbill, reading: "Workingmen! Shall Americans or Englishmen rule in this country? The crews of the British steamers have threatened all Americans who shall dare appear this night at the English aristocratic Opera House. Workingmen! Freemen! Stand to your lawful rights!" It was stuck up everywhere, and



BROADWAY THEATRE, 1850  
East side of Broadway, between Pearl and Ann Streets

passed from hand to hand by thousands. Friends of Macready appealed to the chief of police, who made extensive preparations to repel violence. Tickets were only sold to those believed to be friendly to Macready,

windows were secured by nailing planks across them, and when the evening came the police only permitted those having tickets to enter the theatre. A large mob assembled, but when the ticket holders were in, the police barred the doors. The mob brought paving stones, which had been piled up in the streets preparatory to laying, and assailed the doors and windows, but were repulsed by the police.



THE TABERNACLE, WITH ENTRANCE ON BROADWAY, 1846

precautions, many disturbers had gained admittance. They were about to rush to the stage and seize Macready, but a signal brought the police, who arrested the leaders and secured them inside, but ejected the others into the street. This infuriated the mob, who attacked the police, who were getting the worst of the encounter, when the Seventh Regiment, under Colonel Duryee, preceded by a troop of horse, appeared upon the scene. The horsemen, attacked by the mob with a shower of missiles, were compelled to retreat to Third Avenue, leaving several wounded on the street. The Seventh forced their way in file to the front of the opera house amid a shower of stones, which wounded many of the soldiers and battered forty muskets. The men were ordered to load with ball cartridge, and Recorder Tallmadge, who represented the city authorities in the absence of the mayor, addressed the mob, begging them to retire, but they paid no heed. Sheriff Westervelt, after consulting with the division commander, General Charles W. Sandford, ordered that a volley be fired, but to aim at the dead wall of the house opposite, over the heads of the crowd. The soldiers did so, but the mob only jeered, and responded with a shower of missiles. The order came from General Hall to reload, aim low, fire! and many of the mob were killed and wounded, while the others beat a hasty retreat. The soldiers pursued, and a part of the mob who, rallying in Third Avenue,

Inside, the curtain rose, and, as before, all was quiet until Macready appeared, when it was found that, in spite of

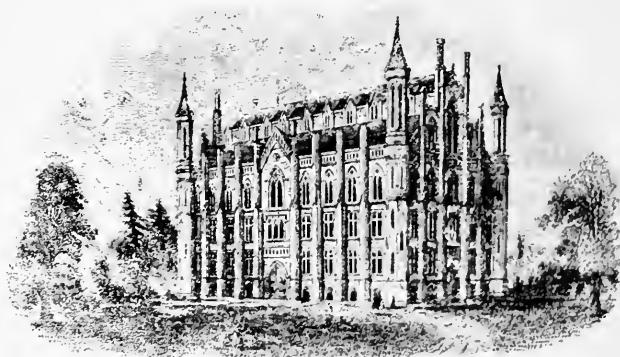
renewed their attack with stones and missiles, injuring several of the soldiers, received another fatal volley, which finally dispersed the rioters. Generals Sandford and Hall, and Lieutenant Colonel Brinckerhoff were injured by the rioters, and one hundred and forty-one members of the Seventh, including Colonel Duryee and Captains Henry C. Shumway and William A. Pond. Thirty-four of the mob were killed and many injured. Macready finished his performance, and after being secreted in a private house for two days, went to Boston, where he embarked for England.

The morning after the riot there was great excitement, and a call was issued for a meeting in the park that evening of "all opposed to the destruction of human life." A great crowd assembled and listened to speeches denouncing the city authorities, and passed resolutions of censure, but although the Seventh was on guard duty for two days, there was no further disturbance. A coroner's jury, called to inquire into the deaths, justified the authorities who gave the order to fire on the mob.

An epidemic of cholera broke out in New York shortly after this occurrence, and continued for some months. About three thousand persons died of the disease.

The Astor Free Public Library was incorporated January 13, 1849, having been endowed with the sum of \$400,000 by John Jacob Astor, the richest merchant of the city, who had died in the previous year. The library was first opened to the public in February, 1854. It is now merged into the New York Public Library—Astor, Lenox and Tilden Foundations—which is now the official title of the city's public library system.

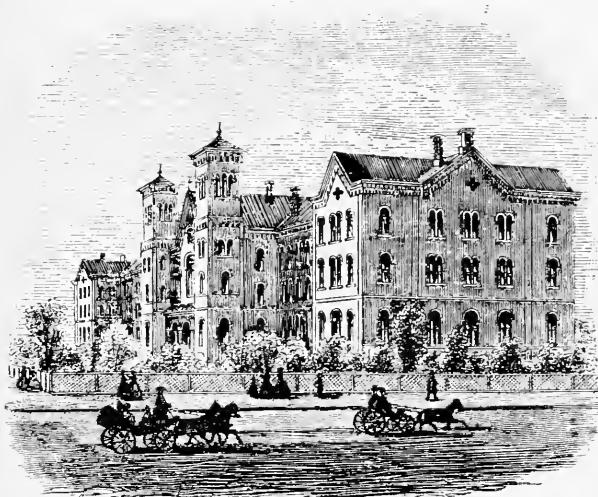
In January, 1849, the New York Free Academy opened its doors to the youth of the city who had completed at least one year in the public schools of the city. It was located on the corner of Lexington Avenue and Twenty-third Street, a site which was objected to by many because it was so far uptown. It was given collegiate powers in 1858, and in 1866 assumed its present title of The College of the City of New York, and with an able management and faculty presents the finest example in the world of a collegiate institution which is a part of a city's free school system. Its present magnificent buildings and campus, at 138th to 141st Street, on St.



FREE ACADEMY  
Twenty-third Street, corner of Lexington Avenue

Nicholas Terrace, were begun in 1903. In 1882 the requirement of previous attendance of the public schools of the city was repealed, and the courses of the college are now open to all young men of the city who can pass the entrance examinations.

About 1848 to 1853, many important institutions of New York, which have accomplished much good, and most of which are still in existence, were inaugurated. Among them was the New York Association for Improving the Condition of the Poor, which, though organized in 1843, was not incorporated until 1848; the New York Juvenile Asylum, incorporated in 1851; the Five Points Mission, inaugurated in 1850 by the New York Ladies' Home Missionary Society of the Methodist Episcopal Church, one of the most marvelously successful reformatory and religious movements of its kind ever carried on in any city; and The Five Points House of Industry, inaugurated by Rev. L. M. Pease, as an outgrowth of the Mission, but which became a part of the institutional work of the Protestant Episcopal Church of the Ascension, in 1851. Charles Loring Brace, who had been associated with Mr. Pease in that work, became specially interested in the needs of vagrant boys and girls, and succeeded in interesting several men of philanthropic spirit, in efforts in that direction, which culminated in the organization



OLD ST. LUKE'S HOSPITAL  
Corner Fifth Avenue and Fifty-fourth Street, 1859

of The Children's Aid Society, of which he was the active head until his death, August 11, 1890. The institution is said to have aided, in various practical ways, about half a million children. It is still in existence, carrying on its work on the lines laid down by its founder. St. Luke's Hospital was incorporated in 1850, the outgrowth of the efforts of Rev. William A. Muhlenberg, rector of the Protestant Episcopal Church of the Holy Communion, and the corner stone of its building was laid in 1854. The Demilt Dispensary was established in 1851, and the building was finished in March, 1853, at the corner of Second Avenue and Twenty-third Street.

The Young Men's Christian Association, founded in London by George Williams, a dry goods clerk, in 1844, found its way to this continent in 1851, when associations were established in Montreal and Boston. The

New York Association was organized in 1852, at a meeting presided over by Rev. Gregory T. Bedell, then rector of the Church of the Ascension, but later Protestant Episcopal Bishop of Ohio. Rev. Dr. Isaac Ferris, pastor of the Dutch Reformed Church, made an address, at the end of which many young men enrolled their names, including a number who became prominent citizens of New York, such as Hon. Henry Arnoux, Alfred S. Barnes, Dr. Howard Crosby, William E. Dodge, Theodore Dwight, D. Willis James, Morris K. Jesup and others. From the beginning the association has grown wonderfully, and has been and still is probably the most potent institution of the city for the benefit of its young men, outside of home influence.

In 1849 the Legislature passed an act granting an amended charter to the city, one of the features of which was the change of the date of the charter election from April to the day of the general election, on the first Tuesday after the first Monday in November, and to extend to two years the terms of mayor and aldermen, beginning January 1st, following the election. At the first election under the provisions of this charter, in November, 1850, Ambrose C. Kingsland, candidate of the Whig party, was elected mayor, the last to be elected to the office under that party name, and two years later the party received its national quietus in the defeat of Scott and Graham.

In September, 1850, Jenny Lind, the famous Swedish soprano singer, known to fame as "the Swedish Nightingale," sang to delighted audiences at Castle Garden, under the management of Phineas T. Barnum. Castle Garden was the old fortress, which after Revolutionary Days, was transformed into a summer garden. It was the scene of the reception of General LaFayette, in 1824, and of President Jackson, in 1832, as well as of many other important gatherings. It never housed an event which left a deeper impression. Few of us, now living, heard her, but there are few who have not heard some old citizen speak with enthusiasm of her wonderful voice, and compare it, almost invariably to their depreciation, with the voices of the prima donnas of later days.

Sir John Franklin, the Arctic explorer, who left England in May, 1845, had been lost in the Arctic, and Lady Franklin had sent out expeditions to rescue him and the crews of his two vessels, the *Terror* and the *Erebus*, but these vessels had returned without tidings. The world became interested, and Henry Grinnell, a New York merchant and ship owner, offered to equip two of his vessels, and turn them over to the government for a rescue expedition. His offer was accepted, and the *Advance* and the *Rescue*, manned through the navy department, and commanded by Lieutenant Edwin J. DeHaven, U. S. N., left New York, May 22, 1850, and returned,

September 30, 1851. No traces of the lost Franklin expedition were found, but numerous discoveries were made, including Grinnell Land, the extensive region divided from Greenland by Smith's Sound. In 1853 Dr. Elisha Kent Kane went on another expedition in the Advance, equipped and provided by Henry Grinnell and George Peabody. This expedition also failed to find any trace of Sir John's expedition, but discovered and mapped extensive, and before that unknown, Arctic regions, and definitely determined

the existence of the circum-polar sea, locating and platting much of its coast line. These discoveries created an interest in geographical knowledge, and led to the organization of the American Geographical Society, with headquarters in New York. George Bancroft, the distinguished historian, was the first president of the society, which has ever since had a prosperous existence.



ST. PAUL'S AND THE ASTOR HOUSE

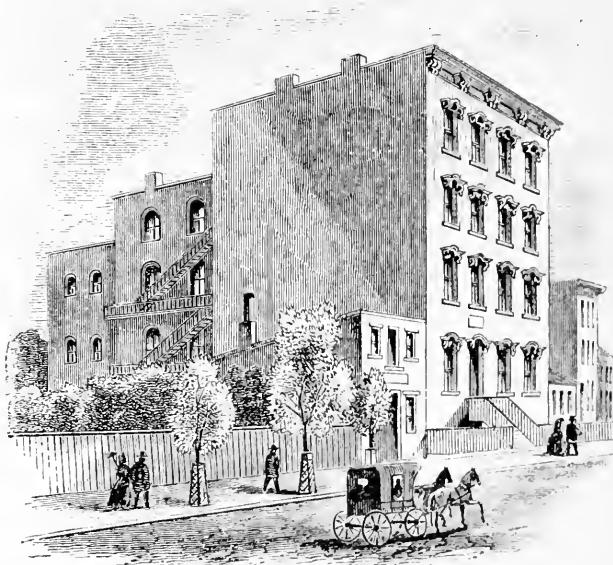
In 1851 was completed the first through railway connection between New York and the Great Lakes. This was the Erie Railroad, and the event was appropriately celebrated, on May 14th of that year. The Hudson River Railroad Company, chartered in 1846, was completed to Albany, October 3d, in the same year. Some further details in regard to the beginning and development of railroad facilities as they relate to the history and progress of New York City will be given in a subsequent chapter.

The mayoralty election of 1852 was held at the same time as the presidential election, and the Democrats were successful in both, electing Franklin Pierce, of New Hampshire, President, and William R. King, of Alabama, Vice President of the United States; while for mayor of New York, Jacob A. Westervelt, who had previously served as sheriff of New York County, was elected. The legislature elected at the same time made another amendment to the charter of New York, by abolishing the office of assistant alderman, and creating, in its place, a Board of Councilmen, of sixty members, who were to be chosen one each from sixty districts, into which the Common Council should apportion the city. Mayor Westervelt was succeeded, January 1, 1855, by another Democrat, Fernando Wood.

It was during the term of Mayor Westervelt that the Crystal Palace was opened in what is now Bryant Park, as a "World's Fair for the Exhibi-

bition of the Industry of All Nations." It was modeled upon the plan of the Crystal Palace Exhibition, which had been held in London in 1851, and it was opened by President Franklin Pierce, on July 4, 1853, with appropriate ceremonies. The building was constructed entirely of iron and glass, contained nearly forty thousand square feet of glass, and twelve hundred and fifty tons of iron. Its shape was that of a Greek cross, surmounted in the centre by a great translucent dome. Its exhibits, and especially its art gallery, delighted many thousands of visitors for several months, including many foreigners as well as Americans from all sections. It was opened as a permanent exhibition, May 14, 1854, but after a time the patronage dwindled. It was closed for a time; but afterward used for various exhibitions and gatherings. It was destroyed by fire October 5, 1858.

The population of New York City in 1850 was, by Federal census, 515,477, and in 1860, 805,658, so that this was the decade of the greatest relative growth of the city (Manhattan) during the Nineteenth Century. Growth in trade and manufactures was especially great, and commerce with foreign nations had a remarkable increase. One of the greatest factors in this growth of commerce was the wonderful development of the shipbuilding industry in the United States. The old packet ships were built on square and ungainly models, good enough to float, but not much for speed. The clippers at first were of 750 to 940 tons, but after the discovery of gold in California there was a demand for vessels larger and speedier than ever. There is a tradition among sailors that the idea of the architecture of the bow and keel of the clippers of that era came from a study of the bonito, a famous and beautiful fish of the South Atlantic, which can swim faster than any other; but be this as it may, it was these vessels which for years maintained for the American flag the highest prestige on the high seas. New York was the centre of the building and sale of these clippers. Their achievements were the pride of Americans — how the *Comet*, 1209 tons, sailed to San Francisco, around the "Horn,"



FORMER JEWISH HOSPITAL, 1852  
138 West Twenty-eighth Street

— how the *Comet*, 1209 tons, sailed to San Francisco, around the "Horn,"

16,308 miles and back in seven months and nine days, the homeward voyage being in the record time of seventy-six days; the Sword Fish made a voyage from Shanghai to San Francisco in thirty-one days, another record; and the Dreadnaught, which ran away from all competitors and was the wonder of the seas for speed. She was owned by Edwin D. Morgan, of New York.

The winning of the Queen's Cup, by the America, built for and owned by Commodore John C. Stevens (founder of the New York Yacht Club) and his associates, in the regatta of the Royal Yacht Squadron, at Cowes, England, in 1851, was an event of great importance, as influencing the design of racing yachts all over the world. Many yachts have been built in England and America for the express purpose of international contests for the America's cup, which still remains in the hands of the New York Yacht Club.

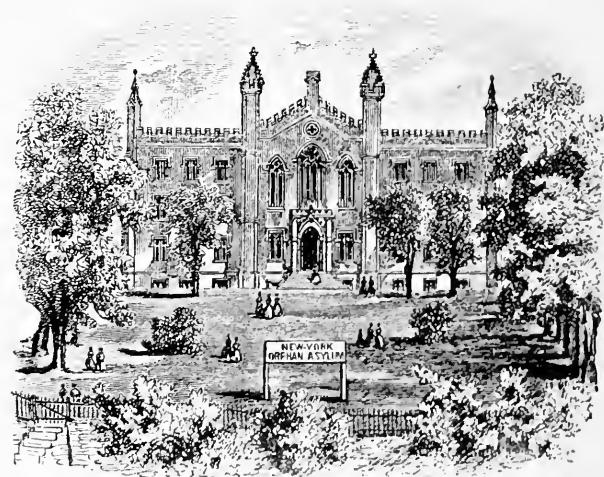
The setting aside of Central Park was the most useful civic work of the decade. In 1851 the lack of any worthy park system first received serious attention. Many years before, it had been proposed to make a park around the "Collect," or "Fresh Water" pond, which occupied the site of the present Tombs prison, but it was never carried out. In early days the pond was used for boating in the summer and for skating in the winter, but later it became a receptacle for rubbish, a miasmatic breeding spot for mosquitoes of the malaria-conveying variety, and finally was drained, filled up and covered with a dense population. Someone else had a fair project for a large park from Third to Eighth Avenues, and from Twenty-third to Thirty-fourth Streets, but nothing came of that, except Madison Square.

In 1851 the proposition was to buy Jones' Wood, which was a well-forested tract, from Third Avenue to the East River, on Sixty-sixth and Sixty-seventh Streets. It found many advocates, and was accepted by ordinance and act of the Legislature, but was finally discarded as being too much to one side of the island. At last the Board of Aldermen appointed a commission to select a more central site, and the choice fell upon the tract between Fifth and Eighth Avenues, from Fifty-ninth to One Hundred and Sixth Streets, which was reported to the Council in 1856, and the site was extended northward to One Hundred and Tenth Street, in 1859. Competitive plans for construction and decoration were invited, and fortunately the choice fell upon Messrs. Olmsted and Vaux, who made Central Park one of the most beautiful in the world. The appointing of a consulting board brought into the city's service the aid of many of its foremost citizens—Washington Irving, George Bancroft, Charles H. Russell and Andrew H. Green. To the latter, especially, New York owes a lasting debt of gratitude. His zeal and watchfulness were of incalculable benefit to this beautiful park. The people of no city in the world have a more

beautiful public garden, and though it has taken constant vigilance to preserve its integrity, it has never lacked champions and defenders.

The rapid growth in population of New York City during the decade, 1850-1860, has been adverted to. But a very large part of the increase came from immigration. Many men came during this period who are to-day among our best citizens; but there was also a large proportion of the arrivals who were ignorant, not a few who were vicious, and a considerable number who were criminals. In the earlier immigration the country at large, and New York in particular, had found it comparatively easy to assimilate the newcomers into its population, but they were now pouring in at such a rate that their coming involved a serious civic difficulty.

Nationally the question of slavery had been thrown into the seething caldron of politics. New York had rid itself of chattel slavery by the process of gradual emancipation, and since 1827 its soil had been free. There had been a "Missouri Compromise" and a "Wilmot Proviso," but the question whether the country could continue half slave and half free was becoming more and more acute. There were hotheads on both sides who made the dispute daily more acrimonious. The vortex of the whirlpool of discussion was the City of New York, the city of editorial giants. Here was Horace Greeley, with his Tribune, leader and spokesman of the sentiment which was forming the new Republican party; Raymond, of the Times; Bennett, of the Herald; Webb, of the Courier and Enquirer; Bryant, of the Evening Post; and other great journalists who moulded opinion to an extent equaled by none at this later day. The press of New York, editorially, was more truly metropolitan then than now, not because it was intrinsically abler, because, as a matter of fact, the newspapers of to-day are, from a news standpoint, far better than those of fifty odd years ago, but because then there was no other city whose newspapers classed with those of New York. To-day, at Chicago, St. Louis, San Francisco, and many other cities, are papers as truly metropolitan in character and make-up, and as influential in political matters, as those of New York. So far as the editorial



ORPHAN ASYLUM

Seventy-fourth Street and Bloomingdale Road, 1855

chair is a tribunal of authority, it now has many seats. In the "fifties" it centred chiefly in New York, and from here went the arguments, pro and con, on the momentous issues which then swayed the hostile political camps.

Exciting as were the national issues of that era, there was much of local interest also in the year 1857. The miscellaneous immigration, of which mention has before been made, had created crime centres in New York, with which the authorities had in vain tried to cope. The "Five Points," of New York, in that period had attained to a preëminence of depravity and criminality not surpassed by London's "Seven Dials" at its worst. Squalid, unkept, noisome, vicious, the region had grown beyond the control of the police, many of whom were the hangers-on of ward politicians of the baser sort.

Often there was collusion between the police and the lawbreakers, and vice and infamy invaded many places in the city. The Legislature took the matter up and passed several amendments to the charter. The Council was remodeled. Seventeen aldermanic districts were to be represented each by one alderman, to serve two years; and twenty-four councilmen were to be annually elected. The mayor, con-



DEAF AND DUMB ASYLUM

troller and corporation counsel were to be elected by popular vote, and the State and municipal elections were to be held on separate days. The management of Central Park was to be in the hands of a State commission. The most radical reform was that of the abolition of the police system, as then in force, and the creation of a Metropolitan Police Board, charged with the preservation of the peace and the sanitary welfare of a district, comprising the counties of New York, Westchester, Kings and Richmond. Besides the mayors of New York and Brooklyn, who, under the law had membership in the board *ex officio*, its members were appointed by the governor, and to the first board Governor John Alsop King appointed Simeon Draper, James W. Nye and Jacob Caldwell, of New York; James S. T. Stranahan, of Kings; and James Bowers, of Westchester County.

Mayor Fernando Wood declared he would not recognize the law, and defied the commissioners, claiming that the statute was unconstitutional,

and he summoned the members of the old municipal police to stand by him in holding the property of the police department against the new commission and its appointees. Daniel D. Conover, appointed street commissioner by Governor King to fill a vacancy, came to the City Hall to claim his office, and was summarily ejected by the mayor. Conover swore out warrants against the mayor, one for violence to his person and another for inciting to riot. With these warrants he went, on June 16th, to the City Hall with a force of fifty of the new Metropolitan Police. The mayor's police attacked the Metropolitans, and a mob of the worst classes backed the old police, and with them would have overcome the new men if it had not been that the Seventh Regiment, on its way to embark on a visit, which the city regiments had arranged to make, to Boston, marched down Broadway, and being called upon, halted at the City Hall. General Sandford notified the mayor that if he did not submit to the peaceable service of the writs, he would use force, and the mayor submitted.

The Seventh Regiment went on to Boston, but on account of the excitement the general ordered that nine city regiments should remain in the city under arms. The Court of Appeals promptly decided the case against Mayor Wood and the Police Commission proceeded to install the Metropolitan Police in the place of the old municipal force. But rioting kept up in the streets at many places. Two gangs of rowdies, one known as the "Dead Rabbits," from Five Points, and another as the "Bowery Boys," came into conflict with each other in Bayard Street, near the Bowery. Sticks, stones and knives were used and many on both sides were hurt, as well as bystanders—men, women and children. A small body of police who attempted to quell the disturbance was driven off. Paving stones were torn up, and drays, trucks and anything that could be used for the purpose was seized, and barricades were built at various places. The Seventh Regiment, still in Boston, was summoned by telegraph, and meanwhile the regiments in the city tried hard to suppress the disturbances, which abated before evening after six men had been killed and over a hundred wounded. Rioting broke out again the

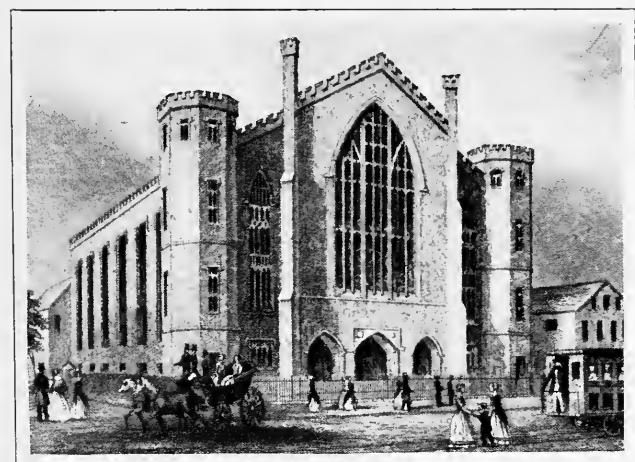


SOUTH DUTCH CHURCH IN MURRAY STREET, 1837

next day at Anthony and Centre Streets, but the Seventh Regiment had returned and the trouble was quelled. The militia kept under arms for several days, and quiet was restored. It was charged that many of the riotous disturbances that occurred had been aided, if they had not been incited, by members of the old municipal police, but the organization of the Metropolitan Police went on. Another disturbance occurring on the 13th and 14th between two gangs of rioters, one Irish and the other German, was suppressed by the Metropolitan Police, who after that greatly improved the order of the city.

The United States experienced another disastrous panic in the autumn of 1857. It was precipitated by the failure, on August 24th, of the Ohio Life and Trust Company, which though it had been regarded as one of the soundest and most prosperous institutions of the country, failed for seven million dollars.

General distrust seized depositors and the business public. The Philadelphia banks suspended payment, September 25th, and this was followed by banks all over Pennsylvania, Maryland, the District of Columbia, and Rhode Island. There was a run on all banks, and the Bowery Bank went to the wall. Many business houses failed and the conditions became so acute that the Legislature, on October 13th, passed a law authorizing the banks to suspend



TAKEN DOWN  
Dec. 1913

BAPTIST CHURCH  
Corner Broome and Elizabeth Streets

specie payments for a year. They did so, by concerted arrangement, and the Massachusetts banks suspended payment on the same day.

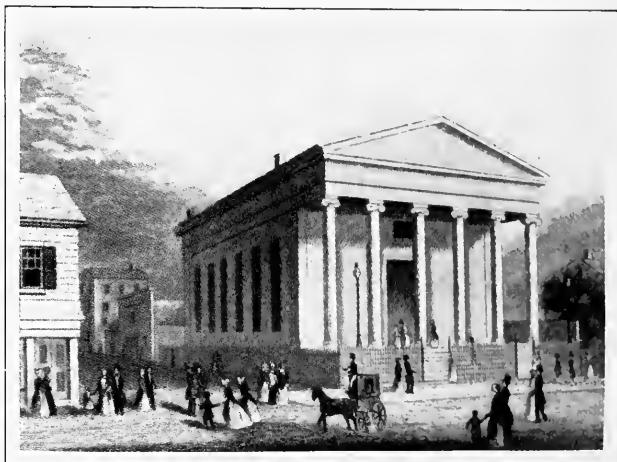
As winter came on with great severity the sufferings of the poor, already great because of the general shutting down of factories, were greatly intensified. Soup kitchens were established; many men were employed by the city and the Park Commission, but many died of cold and hunger. Riots were frequent but were suppressed by the police. The New York banks suddenly resumed payment on December 14th, and the situation slowly recovered. Riots, however, were of frequent occurrence, and murders and robberies were numerous. This condition was laid at the door of the city administration by many of the city, with a consequence that at the December election there was a Citizens' Party ticket, and Daniel F. Tiemann was elected mayor of New York, taking his seat in January, 1858.

The enlargement of the Astor Library by the liberality of William B. Astor, son of John Jacob Astor, the original donor, and the establishing of Cooper Institute, by Peter Cooper, were two of the notable events of the year. Another was the rejoicing over the completion of Cyrus W. Field's Atlantic cable. There was an illumination at the City Hall, and a fireworks display at night, and Mr. Field was banqueted at the Crystal Palace. There were many other festivities; messages were exchanged between the Queen of England and President Buchanan. Other messages were exchanged but all at once they ceased. The cable had broken. It all had to be done

over again, but it was ten years before Mr. Field's patience and zeal were rewarded by success. Some doubters did not believe that the messages had passed between the two continents, and the newspaper humorists made merry at the expense of the cable enterprise. If Mr. Field had not been made of stern stuff the cable connections might never have been made.

In October, 1858, the fair of the American Institute was being held in the Crystal Palace in Bryant Park, and on October 5th the building caught fire, and was destroyed with all its contents. A little while before that, in July, a riot had occurred on Staten Island. The Quarantine Station had for some years been maintained on the northern end of the island. There had been constant complaint against it on the part of the people resident there, who thought it caused disease and death, and knew it kept their property values down. They had petitioned for its removal, but had been able to accomplish nothing, though their efforts were repeated; so on the night mentioned, citizens numbering over one thousand assembled and set fire to all the buildings. The militia were sent to quell the riot, and succeeded in dispersing the mob, but the State soon removed the Quarantine Station, temporarily, to the Lower Bay.

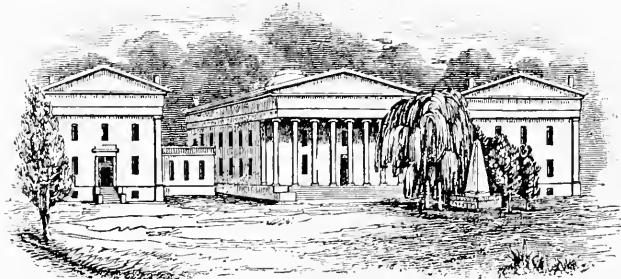
While the exciting discussion of the political questions which were fast to bring the country into the horrors of civil war filled the thoughts of the people, there were no remarkable events in 1859. The city election was held in December, and Fernando Wood was again elected mayor.



OLD SCOTCH PRESBYTERIAN CHURCH  
Corner Grand and Crosby Streets

In 1860, New York had several distinguished visitors, the Duc de Joinville first, then Lady Franklin, wife of Sir John Franklin, who came to thank New York for the efforts, valuable though fruitless, which had been made by some of its citizens to recover her husband and the members of his Arctic expedition; but the one of greatest interest was the visit of the young Prince of Wales, who later became King Edward VII, and whose death has so recently been mourned. He traveled under the title of Baron Renfrew, and his manly and unassuming demeanor, added to the esteem which all felt for his mother, Queen Victoria, insured him a most cordial welcome. Parades, receptions and other festivities testified to the good feeling of our people for the young prince.

The presidential election, the most momentous in our history, soon filled the attention of our people to the exclusion of most other matters, and ended in the election of Mr. Lincoln as President of the United States.



SAILORS' SNUG HARBOR IN 1860

## NEW YORK CITY DURING THE WAR FOR THE UNION—STORY OF THE DRAFT RIOTS THE RETURN OF PEACE

In the dissensions between North and South, which preceded the Civil War, New York was divided. The city, as now, included among her citizens and business men, many who came from other States, just as all other cities of metropolitan rank attract to their borders representatives of all sections of their respective nations. So, in New York there were many Southern men, and there was much Southern sentiment. The business community of a great financial centre is always conservative, and while the Southern press was belligerent and threatening in tone, and Southern orators in Congress freely predicted disunion, unless some satisfactory solution of their claim, of right to carry their slave property into the territories, was agreed upon, the consensus of opinion in the business centre of New York was that there would be no war. As to the question of the constitutional right of a State to leave the Union, that was a debatable question. Josiah Quincy, as spokesman of the Federalists, had threatened the secession of Massachusetts, sixty years before: "Peaceably if we may—forcibly if we must!" The South remembered this; and constantly used the *tu quoque* argument in response to Northern contention that no State had a right to leave the Union. But while Southern writers and orators were constantly adopting, as their own, the famous taunt of the Massachusetts Federalists, the saying most quoted by those of the North, was the famous dictum of the Southern Democratic President, Jackson: "The Union must and shall be preserved!" Yet there were many in the North who would have been willing to "let the erring sisters go." Lincoln had himself declared that the republic could not endure half slave and half free; why not, then, let the slave section go off by itself with its turmoil and its problems, which had been the disturbing element in politics for twenty years? There was room on this great continent for two great empires. So many argued, and felt. Peace was good for business; war would unsettle everything; agitation, even, was a crime; for had it not already brought on a crisis? Gold had gone into hiding; commercial credit had disappeared, and while the banks were ready with their help for merchants and each other, they could not keep it up unless something was done to relieve the situation. Such was the view of many in the business world, which looked for compromise. Meanwhile, the South was drilling and arming. South Carolina, on December 20, 1860, declared herself out of the Union, and

her senators withdrew from Congress. Buchanan, perplexed, knew not which way to turn; his cabinet was divided in allegiance, and its members were resigning. Howell Cobb, of Georgia, secretary of the treasury, resigned, and Philip F. Thomas succeeded him; Lewis Cass secretary of state, went next, and Jeremiah S. Black, of Pennsylvania, attorney-general, took his place, Edwin M. Stanton becoming attorney-general; John B. Floyd, of Virginia, secretary of war, after transferring as much military material as possible to Southern soil, resigned, and Joseph Holt, of Kentucky, who had been postmaster-general, took his place, while Horatio King, of Maine, took the post-office portfolio. Thomas, of the treasury, resigned, and John A. Dix, of New York, was appointed in his place; and Jacob Thompson, of Mississippi, secretary of the interior, also resigned.



EARLY VIEW OF AMERICAN MUSEUM

In these six changes there were two valuable accessions to the Union cause: Edwin M. Stanton and John Adams Dix. He was of New York City, though born at Boscawen, N. H., in 1798. Entering the army as a cadet, in 1812, he served on the Canada frontier throughout the War of 1812, and in 1819 became the aide of General Brown, then in command of the Northern Department. He was sent on a special mission to Denmark, in 1826, and in 1828 resigned his commission as captain in the army, to engage in the study and practice of law, in Cooperstown, N. Y. He became prominent in State politics as a Democrat, was adjutant general of New York from 1830 to 1833, and secretary of state of New York, and superintendant of common schools from 1833 to 1840, and a prominent member of the so-called "Albany Regency"; member of the Assembly in 1842, and of the United States Senate from 1845 to 1849. When there was a division of the Democratic party, in 1848, he was candidate of the Free-

Soil wing for governor, but was not elected. He had established himself in practice in New York City, and was a man of great prominence and influence.

After South Carolina had declared itself out of the Union, conservative opinion in New York was divided. At one extreme were those who contemplated as a possibility that New York should become a free city, entirely independent of the State or National government, and in a position to maintain a policy of absolute neutrality in the event of the breaking up of the Union. These were represented by the mayor, Fernando Wood, who actually advocated that course in his message to the Common Council, January 7, 1861.

There was another conservative wing, whose members still hoped to bring about a peaceful solution of the pending problems, and whose last effort was voiced in what became known as the Pine Street Meeting, held December 15, 1860. Among its promoters were leading citizens of New York: Charles O'Connor (who presided), John A. Dix, Samuel J. Tilden, William B. Astor, James W. Beekman, Edward Cooper, and many others. The meeting was very largely attended, and resolutions were addressed to the people of the South, fraternal and conciliatory in tone, but firm in Union sentiment, as coming from men who had heretofore been known as friends of the South, and had voted with the Southern people upon matters involving Southern interests. A committee, headed by ex-President Millard Fillmore, was appointed to present the resolutions to Jefferson Davis, and to the governors of South Carolina, Georgia and Alabama.

It was early in January, 1861, when President Buchanan called John A. Dix into his cabinet, to take the place of Philip F. Thomas, on his resignation of the treasury portfolio. One of the first things the new secretary set himself to do was to have all the revenue cutters in Southern harbors sent north before the hostilities, which now seemed inevitable, should begin. So he sent Mr. Jones, a special agent, to New Orleans, Mobile and Galveston, with instructions to save the revenue cutters then on duty at those ports. Captain Breshwood, commanding the revenue cutter McClelland, refused to obey these orders, and when Mr. Jones telegraphed to Secretary Dix to that effect, the secretary sent by telegraph the following dispatch:

"Treasury Department, Jan. 29, 1861.

Tell Lieut. Caldwell to arrest Capt. Breshwood, assume command of the cutter and obey the order I gave through you. If Capt. Breshwood after arrest undertakes to interfere with the command of the cutter, tell Lieut. Caldwell to consider him as a mutineer and treat him accordingly. If any one attempts to haul down the American flag, shoot him on the spot.

JOHN A. DIX, Secretary of the Treasury."

The final sentence of this dispatch thrilled the North. In the nerveless condition of the Buchanan administration, such evidence of virility was encouraging. During January, 1861, Georgia, Florida, Alabama, Mississippi, Louisiana and Texas followed South Carolina in the passing of secession ordinances, and on February 4, 1861, delegates from all these States, except Texas, met at Montgomery, Alabama, and proceeded to organize the Confederate States of America, electing Jefferson Davis, of Mississippi, President, and Alexander H. Stephens, of Georgia, Vice President.

After the inauguration of President Lincoln, a few weeks were required to get things in working order. Then came the firing on Fort Sumter and the gallant defense by Anderson, up to his final surrender. At once opinion at the North crystallized. Indignation at the firing on the flag made many

who had hoped for peace anxious to join in the war for the preservation of the Union. Lincoln called for seventy-five thousand men, and troops flocked to Washington. Virginia, North Carolina, Tennessee and Arkansas joined the Confederacy.

New York was thrilled with the news from Sumter. The Legislature appropriated \$3,000,000; the New York



CITY HALL, TRINITY CHURCH AND GRACE CHURCH

City militia regiments volunteered; recruiting of new volunteer regiments rapidly went on, and the Common Council at once appropriated \$1,000,000 for military equipment and outfit, for which \$1,000,000 of Union Defense Fund Bonds were issued. The march of the New England troops through the city, April 18th, *en route* to Washington, was an ovation of the most emphatic kind, the entire marching route being lined with dense masses of the people, shouting their joy with deafening cheers. The news later, that on April 19th, the anniversary of Lexington, the men of the Sixth Massachusetts had been attacked and several killed as they marched through the streets of Baltimore, roused the excited people to the pitch of frenzy, and on the next day a mass convention which had been called to meet in Union Square brought together more than a hundred thousand people. The meeting was presided over by Hon. John A. Dix, and there were eighty-seven vice presidents chosen from the most solid men of the community. Four speaking stands had been erected, but proved insufficient, and

balconies and roofs were used as additional rostra, from which Colonel Baker, Daniel S. Dickinson, Robert J. Walker, Professor Mitchill, David S. Coddington, and other gifted orators, spoke for the cause of the Union.

The first of the city regiments to move to the front was the Seventh, 1050 men, which went on April 19th, under command of Colonel Marshall Leferts; and they were quickly followed, on Sunday, April 21st, by the Sixth, 550 men, Colonel Joseph C. Pinckney; the Twelfth, 900 men, Colonel Daniel Butterfield; and the Seventy-first, 950 men, Colonel A. S. Vosburgh. On the 23d went the Eighth Regiment, 900 men, Colonel George Lyons; on the 27th the Fifth Regiment, 600 men, Colonel C. Schwarzwaelder; on the 28th, the Second Regiment, 500 men, Colonel George W. Tompkins; on the 29th, the Sixty-ninth Regiment, 1050 men, Colonel Michael Corcoran; and on the 30th, the Ninth Regiment, 800 men, Colonel John W. Stiles. These were mustered in on the three-months call of the President. Other regiments followed until by May 25th the authorized thirty thousand men had been raised by the State, and by July 12th they had been organized into thirty-eight regiments.

The President, on May 4th, called for volunteers and Colonel Ellsworth's regiment, Eleventh, New York Zouaves, was the first volunteer regiment from New York to reach the field; and there quickly followed the Twenty-eighth, Colonel Bennett; Fourteenth, Colonel Wood, in May; followed in June by the Eighth, Colonel Blenker; the Tenth, Colonel McChesney; the Garibaldi Guard, Colonel D'Utassy; the Twelfth, Colonel Quincy; the Thirteenth, Colonel Walrath; the Ninth, Colonel Hawkins; the Sixth, Colonel Wilson, followed by the Thirty-eighth, Colonel Hobart; the Eighteenth, Colonel Jackson; the Seventeenth, Colonel Lansing; the Thirty-seventh, Colonel McCunn; and the Thirty-first, Colonel Pratt, of the volunteer regiments. Also, of New York State troops: the Seventy-ninth, Colonel Cameron; the Nineteenth, Colonel Clark; Company K of the Nineteenth New York, Captain Bunting; the Twenty-first, Col-



BARNUM'S MUSEUM AND ST. PAUL'S CHURCH

onel Rogers; the Twenty-sixth, Colonel Christin; the Twenty-ninth, Colonel Von Steinwehr; the Twenty-eighth, Colonel Donnelly; the First, Colonel Montgomery; the Sixteenth, Colonel Davies; and the Thirtieth, Colonel Matheson. On May 8th, General John A. Dix was appointed major general of New York, and the other major generalship was given to James S. Wadsworth, who later fell in the Battle of the Wilderness.

Colonel Ephraim Elmer Ellsworth, who headed the Eleventh (Zouave) Regiment, the first volunteer regiment to be raised in New York, was a native of Mechanicsville, New York, born in 1837. He went to Chicago as a boy and lived there to manhood, later coming to New York. At the call for volunteers he raised and organized his Zouave regiment from among the volunteer firemen of the city and became its colonel. He took part in the first general movement of the Federal forces into Virginia, but at Alexandria, on May 24, 1861, was shot dead by a hotel keeper, from whose building he had just torn away a Confederate flag. In the North he was regarded as the first martyr to the cause of the Union. His body was carried to the White House, in Washington, where there were funeral ceremonies, with full military honors and imposing ceremonies, President Lincoln acting as chief mourner; it was afterward brought to New York City, where, after lying in state for two days in the City Hall, it was conveyed for burial to his birthplace.

Among the important steps taken by New York in aid of the Union cause was the organization, on April 22, 1861, of the Union Defense Committee of the City of New York, of whom the first members were John A. Dix, chairman; Simeon Draper, vice chairman; William M. Evarts, secretary; Theodore Dehon, treasurer; Moses Taylor, Richard M. Blatchford, Edwards Pierrepont, Alexander T. Stewart, Samuel Sloan, John Jacob Astor, John J. Cisco, James S. Wadsworth, Isaac Bell, James Boorman, Charles H. Marshall, Robert H. McCurdy, Moses H. Grinnell, Royal Phelps, William Earle Dodge, Green C. Bronson, Hamilton Fish, William F. Havemeyer, Charles H. Russell, James T. Brady, Rudolph A. Witthaus, Abiel A. Low, Prosper M. Wetmore, and A. C. Richards, all of whom ranked among the leading professional and business men of New York; and the mayor, city comptroller, and the presidents of the two boards of the Common Council were ex-officio members of the committee. Later other prominent names were added to the committee. It raised funds for arming, equipping and transporting troops, and did a vast number of things quickly, which the municipality could only have accomplished very slowly. It continued in operation for a year, and before its final adjournment, April 30, 1862, had disbursed more than \$1,000,000 for the benefit of New York volunteers, their widows and orphans.

Another great movement which had its origin in New York was the United States Sanitary Commission. It began, as many organizations of help

and mercy have begun, in the work of devoted women, who, soon after the Union Square meeting of April 20th, organized the Woman's Central Association of Relief for the Sick and Wounded of the Army. Upon the advice of Rev. Henry W. Bellows, D.D., a committee, representing that association and some medical relief associations of New York, went to Washington to confer with the authorities in the War Department as to the needs of the service and the best means of supplying them, and from this conference came the organization of the United States Sanitary Commission, which, under the general direction of Rev. Dr. Bellows, its president, became the most successful agency of help and comfort to sick and wounded soldiers that the world had ever seen.

Immediately after the battle of Bull Run, which proved especially disastrous to New York troops, Governor E. D. Morgan issued a call for twenty-five thousand troops to serve three years, and by the end of 1861 New York City had put into the field over sixty thousand volunteers, exclusive of militia, and had made loans to the general government of more than \$100,000,000.

In the December election, in 1861, George Opdyke, a merchant of New York City, was elected mayor, and was, during his administration, especially active in such measures as the municipality could initiate or aid, connected with the furtherance of the Union cause. Private benefactions and efforts continued along the same line. Mrs. Valentine Mott headed an association of ladies which opened, May 2, 1862, a Home for Sick and Wounded Soldiers in the building at Lexington Avenue and Fifty-first Street, which had recently been erected for an Infants' Home, the home having accommodations for from four to five hundred soldiers. Mount St. Vincent, in Central Park, was another institution of the same kind.

The first half of 1862 covered a series of uninterrupted victories to the Union arms, but reverses came in midsummer which disheartened many. The restoration of the Union, which at the beginning of the war had been looked upon as being only a matter of a few months, was now seen to be a task of great difficulty. The losses of men by death, disease, capture, and expiration



BELLEVUE HOSPITAL

of enlistment were very great, and on July 2, 1862, President Lincoln called for three hundred thousand volunteers, which was his final effort to recruit the army by voluntary military service.

Many of those familiar with military science condemned the volunteer system; not because the volunteers did not make the best soldiers, but because of the unequal burden upon the people from the fact that it imposed no sacrifice upon those individuals or communities that were not willing to furnish volunteers for the army. Some places gave up practically the entire population fit for military service; while in other places scarcely any volunteered. There was quite a large popular demand for a draft, while other large numbers of people who were opposed to the war were, of course, equally opposed to any measure which should compel them to participate in it. The reverses of the last half of 1862 had increased the numbers of the party in favor of letting the South go. These largely believed that the South would win in the end (probably with the aid of France, or England, or both), and that the sooner the warfare was ended the better it would be for both the North and South. Even among those who were perfectly sincere in their desire for the success of the Union arms there were many who did not believe in the levying of a conscription.

In New York State the Republican nominee was General James S. Wadsworth, and the language of the platform was that the war should be prosecuted "by all the means that the God of Battles has placed in the power of the government." The Democratic nominee was Horatio Seymour, an eminent lawyer of Utica, who had been governor of the State from 1852 to 1854, and the platform upon which he stood favored "all legitimate means to suppress the Rebellion." Seymour was elected by a majority of 10,752 votes.

In 1863 Congress passed the Enrollment Act, approved on March 3. The adjutant general of the army had previously notified the State authorities that New York was deficient 28,517 men in volunteers furnished since July 2, 1862, and that of these 18,523 were due from the City of New York. Preparations for a draft, under the Enrollment Act, went forward rapidly. They were, in New York City and Brooklyn, in charge of Colonel Robert Nugent, of the Sixty-ninth New York Volunteers, who had been appointed assistant provost marshal general, under whom was a provost marshal for each congressional district.

There was much murmuring, in certain sections of the city, in reference to the approaching draft. The Enrollment Act provided that the draft should be made from able-bodied citizens between the ages of twenty and forty-five years, but any drafted man could procure exemption by paying \$300. This was attacked as a flimsy device to enable the rich to

evade service. Late in June, when Pennsylvania was threatened with invasion by Lee's Army, the New York City militia regiments had been summoned to assist in repelling the invasion, so that when the order was issued, July 1st, for making a draft in the State, under the Enrollment Act, the only forces in the city to preserve order, additional to the police, were a few regulars in the garrisons and the disabled men of the Invalid Corps. It was ordered that the draft should begin in the city, on Saturday, July 11th, and it commenced promptly. Though interference had been threatened, none of any serious quality was attempted, and those in charge of the conscription were encouraged in the hope that there would be no very serious opposition to the completion of their duty.

But, as events afterward proved, Sunday was used by the disaffected and desperate to plan what proved to be the most terrible and desperate riot that ever blackened the annals of New York. Some working men who had been drafted, aided by several political agitators, stirred up an opposition to further enrollment under a system which placed, as they claimed, its entire burden upon the poor.

The officers in command of the police were the president of the board, Thomas Acton, and the superintendent, John A. Kennedy. On Monday morning, small details of police were sent to the enrolling offices, at 677 Third Avenue (corner of Forty-sixth Street), and 1190 Broadway, two doors from Twenty-ninth Street, and at the latter place the drawing of names continued until noon, when news of disorder in other parts of the city led those engaged in the work to suspend further operations for the day.

At the Third Avenue enrollment office, the doors were opened at nine o'clock, and a crowd thronged into the room. Forty or fifty names had been drawn when a paving stone came crashing through the window from the outside, and at once there was a concerted attack upon the enrolling officials, who were glad enough to escape unhurt, except Provost Marshal Vanderpoel, who was badly maltreated and carried out for dead.



OLD ROMAN CATHOLIC CATHEDRAL  
Third Street

The furniture, records, and drafting apparatus were destroyed, the building fired, and the entire block was burned, because the mob would not permit the firemen, who came promptly to the scene, to get near the hydrants until the fire was beyond control.

The mob amounted to many thousands. Early in the day deputations had visited the workshops and factories, informing the proprietors that they would not be responsible for the safety of their establishments unless they closed them, and permitted their men to join the ranks of the rioters, if they so desired. Most of the places were thereupon closed. Thus the mob grew. Superintendent Kennedy, going in plain clothes, without escort, to size up the situation, was recognized and attacked by the mob at Forty-sixth Street and Lexington Avenue, and would have been killed but for the intervention of an influential friend. As it was, he was disabled for several days. President Acton, however, established himself at police headquarters, in Mulberry Street, and from there, by telegraph, directed the movements of the police, who did gallant work in the face of what was, in fact, an overwhelming force, which could have destroyed practically the entire city, if it had been under coherent leadership. From Cooper Institute to Forty-sixth Street, Third Avenue was crowded with a lawless mob who not only filled the street and roadway, but hung over the eaves and filled the windows and doors.

The mob was especially virulent against the negroes. The draft was, in their eyes, directed against the poor whites, to compel them to fight for the negro; and when an unfortunate member of that race was found, the cry, "Kill the nigger!" met prompt response, and from many a lamp-post hung victims of the race hatred of the mob, who, in their insatiate fury, showed no respect for age or sex. The Colored Orphan Asylum, on Fifth Avenue, Forty-third to Forty-fourth Streets, was the object of a concerted attack, and as the hundreds of children were hurried out of the rear door, the mob broke in the front doors and set fire to the building in several places at once. It was utterly destroyed, in spite of the strenuous efforts of the firemen, under command of Chief Engineer Decker, to save it.

The police managed, at some of the more remote points of trouble, to disperse detachments of the rioters bent on mischief, but in Third Avenue, stores were looted, and on Lexington Avenue two private residences, after being robbed, were burned to the ground. A detachment, about forty, of the Invalid Corps, sent to help in restoring order, was attacked in Forty-third Street, and at the command of their officer, Lieutenant Reed, fired blank cartridges at the mob, which so infuriated the rioters that they at once rushed upon the soldiers, wrenched their muskets from their hands and beat them severely, killing some and severely injuring most of the others. An

attack, which had been boldly planned, on the Central office of the police in Mulberry Street, was attempted by a mob of about five thousand men, but Sergeant Daniel Carpenter (afterward inspector of police) so maneuvered his force of two hundred policemen as to attack the invading column simultaneously from many points on its flank, and by well-directed use of the club, to make such a combined charge that the mob fled in dismay, and was glad to take some other direction. They broke the windows of the "Tribune" office, in Printing House Square, and entered the office, destroying the furniture, but were driven off; made a demonstration at Mayor Opdyke's residence; burned Postmaster Wakeman's house in Yorkville and the Twenty-third Precinct police station nearby. About four o'clock the office of Provost Marshal Manniere, at 1190 Broadway, was reached, broken into and set on fire. Soon the whole block on the east of Broadway, from Twenty-eighth to Twenty-ninth Street, was in flames, while the lower floors, which were stores filled with costly goods, were looted by the mob.

Mayor Opdyke, finding that the riot was beyond the control of the police, called for troops, upon General Wool, commanding the Department of the East, and upon General Sandford, commanding the National Guard. General Harvey Brown, of the national forces, established his headquarters in the Central police office in Mulberry Street, while General Sandford, finding altogether seven hundred militiamen, temporarily absent from their regiments, got them together in the State Arsenal, at Seventh Avenue and Thirty-fifth Street.

Tuesday morning found nearly every store closed and the streets deserted by all except the mob, who had during the night burned several more houses. On this second day of the riot the mob had more of an organization and moved with more precision. It directed its attention, early in the day, to the negro quarters of the town, killing many of the negroes and setting fire to many of the houses tenanted by people of that race.

A little later, however, they found things not all their own way, for the troops were sent from place to place to disperse the mobs. Lieutenant Wood, with a hundred and fifty soldiers from Fort Lafayette, coming upon a mob of two thousand men at Grand and Pitt Streets, tried to disperse them but was attacked with stones and other missiles, whereupon he ordered his men to fire, and twelve were killed. Sergeant Carpenter, sent to disperse a mob assembled for the purpose of burning the houses on Thirty-fourth Street, did so after some difficulty, and his force going from that place met Colonel H. T. O'Brien, of the Eleventh New York Volunteers (then absent from his regiment for recruiting duty in New York). He had with him a detachment of soldiers and two field pieces. Seeing that the mob was rallying again, the police and soldiers returned to the scene and received from the mob a volley of

paving stones and other missiles. They fired on the mob, killing several, including a woman and two children. The crowd dispersed, vowing vengeance on Colonel O'Brien. Later in the day that officer, hearing that his house was attacked, went to see about it, and found it open and empty, having been looted from top to bottom. Anxious to learn the fate of his family, he went to a drug store on Thirty-fourth Street. The store was at once attacked by a mob, and though the proprietor begged O'Brien to escape by the rear, the fearless but imprudent officer stepped out of the front door to expostulate with the mob. He was felled by a blow from the rear and was kicked and pounded into an unrecognizable mass, and thus mistreated for about an hour; he was still alive when two priests arrived and they were permitted to read the last prayers over the dying soldier, and to take him away. They secretly removed his body that night to the morgue at Bellevue.

Governor Seymour came to the city that day (the 14th) and issued a proclamation, in which he declared that while any citizen's right to appeal to the courts against the conscription would be maintained, rioting would be put down, and must cease, and that the laws of the State would be enforced and lives and property protected at any and every hazard.

Telegrams were sent calling home the Seventh and other regiments from Pennsylvania, and the government also was appealed to for troops. The third day saw many more outrages, but the troops and police had better success in quelling the disorders, and on the 16th the army details were only needed in two or three cases. It was announced on that day that the City Council had appropriated \$2,500,000 toward paying substitutes for any poor persons who might be drafted. Archbishop Hughes, roused by a charge of the Tribune that the mobs were Irish, announced that he would like to talk to the people who had been assembling on the streets, and especially if any were Catholics, and asked them to meet in front of the Episcopal residence, on the 17th. Accordingly a very large crowd assembled and listened to the venerable archbishop, who implored them as their friend and pastor to go to their homes with as little delay as possible, and especially if any of them were Catholics, to leave bad associations and respect the laws. The crowd heard him with respect and cheered him at several points in his speech (which took up about a column of small type in the papers of the next day) and quietly dispersed when he had concluded.

The police estimate of the killed was over one thousand, though the exact number is not known, because the mob moved and disposed of many of their own dead. The killed were mostly rioters and their negro victims, the number of the police and military killed being comparatively slight. The city afterward paid about \$1,500,000 as indemnity for losses sustained during the riot.

After the militia reached the city, the Seventh and other regiments continued guard duty during several days; and again in August, when the conscription was resumed and completed without molestation.

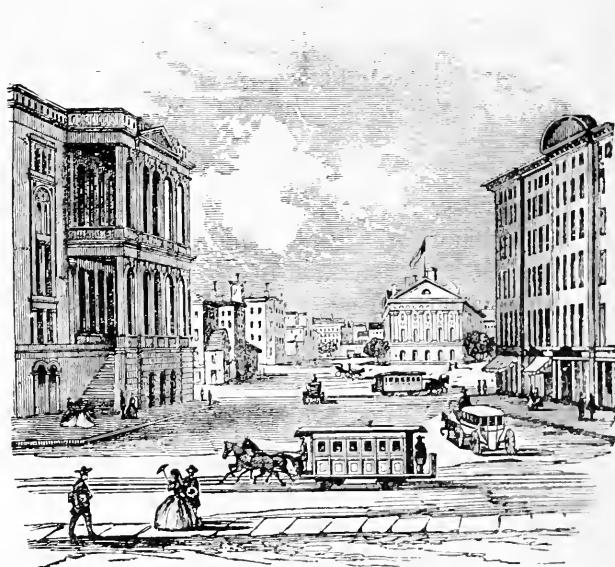
The Union League Club, organized in 1863, was a very strong factor in support of the Union cause. One of the offshoots of the league was the Loyal Publication Society, organized February 14, 1863, which issued a series of eighty-eight publications on subjects connected with the war, or the issues of the campaign of 1864. The Union League raised three regiments of negro troops for the war, in December, 1863, and January, 1864.

In the December election of 1863, C. Godfrey Gunther, a New York fur merchant, was elected mayor of New York on the Democratic ticket.

In the spring of 1864 the United States Sanitary Commission held a series of fairs in all the large cities, for the benefit of their work, and the most important of these was the great Metropolitan Fair, held in April, in two specially erected buildings, one in Fourteenth Street, near Sixth Avenue, and the other in Seventeenth Street, near Union Square. Many interesting booths were in both of the buildings, and the most beautiful and accomplished dames and young ladies of New York were in charge of the stalls. The fair netted \$1,100,000, and a similar one, previously held in Brooklyn (in February), realized over \$500,000 for the commission.

From the beginning of the war to October 1, 1864, New York furnished to the war 126,310 men. The presidential election of 1864 came on, the candidates being Lincoln and Johnson on the Republican, and McClellan and Pendleton on the Democratic tickets. It had been feared that there would be a resumption of rioting, but the election was very quiet.

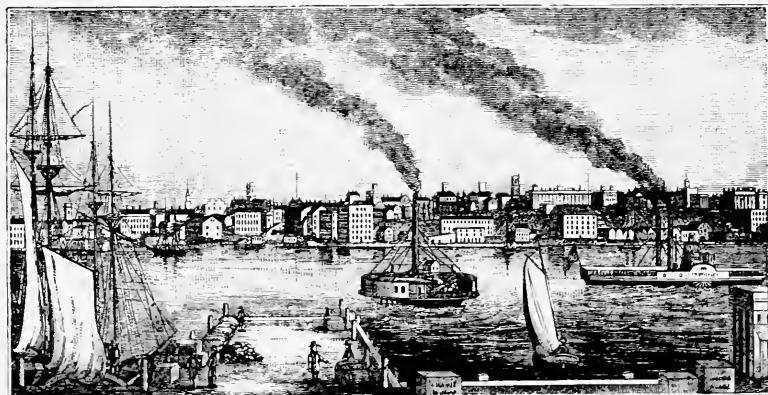
The victories which crowned the efforts of the Union Army, in 1865, cheered the people of New York, and especially when Richmond fell, and Lieutenant De Peyster, of New York City, a descendant of one of the oldest and most distinguished Dutch families of the city, for the first time raised the Stars



COOPER INSTITUTE, MERCANTILE LIBRARY  
AND BIBLE HOUSE

and Stripes over the erstwhile Confederate capitol. Cannon boomed, bells chimed and flags were displayed everywhere in the city. Lee surrendered on April 9th, and the joy increased and continued until six days later, when the news came of the assassination of the great and good President Lincoln. New York, as all other cities of the North, sincerely mourned the dead President. The route taken in returning the body of Lincoln to its last resting place, at Springfield, was practically the same as that he had traveled in the other direction when, over four years before, he had gone to Washington to assume the duties of the presidency.

On April 24th, the remains were escorted from the Cortlandt Street Ferry by a great procession. The body laid in state in the City Hall for twenty-four hours, during which time, day and night, the ceaseless procession passed to give a last look at the corpse of the most honored dead our nation has known. On the 25th the funeral *cortège* took up its mournful yet triumphant journey toward the home town of the great leader, followed from the City Hall to the railroad depot by a procession five miles in length. In the afternoon of that day a large assembly listened, in Union Square, to a funeral oration by Hon. George Bancroft, the distinguished historian and diplomat, and to an eloquent eulogy by William Cullen Bryant, the gifted poet and journalist.



NORTHWESTERN VIEW OF BROOKLYN

From near Peck Slip

## RETURN OF PEACE AND TRADE—ATLANTIC CABLE BRIDGE TO BROOKLYN—WESTCHESTER TOWNS ANNEXED—THE TWEED RING

The war was over, and New York City, which had borne its full share of the burdens of the conflict, welcomed back its veterans, who now relinquished, for the most part, the military career for the arts and vocations of peace. Many who had gone away never came back, but had died for the cause of Union, on Southern fields. Some came back maimed from the conflict; some, matured and steadied by the experience, came back to be leaders in the citizenship and business of the city.

Not all that came to the city from the South, after war, were from the Union side, though of course, the majority were. But many who had fought for the Lost Cause of the Southland also found their way to New York to seek, in this metropolis, a business career under circumstances more favorable to success than was possible in the devastated South.

The city had changed in many respects as the result of the war. Especially noticeable was the fact that the ships engaged in foreign trade had ceased to fly the American flag. At the beginning of the war, when the Confederates were issuing letters of marque and sending out privateers, it was dangerous to appear on the high seas with the American flag flying, and so great American lines transferred their ships' registry and their offices to Liverpool or London. In 1864 the writer of these lines sailed a voyage out of London in the British clipper ship *Elphinstone*. An inquiry of the captain revealed the fact that she was Maine-built. Several months later, in Melbourne, the writer visited the ship, which the men were repainting. The name of the ship had been scraped off to be renewed, and the scraping revealed the old name, *H. B. Mildmay*—Boston. This was a common occurrence. The ships had gone to Britain and had not returned, because the laws in force after the war made it practically impossible to return to American registry. So that many of the old ship-owning families who were American, a half century ago, became and have remained British.

There had not been any great increase in the population of New York City during the war. Newcomers had made their homes in Brooklyn, or the New Jersey suburbs, because the transportation facilities on Manhattan Island were so poor that few could afford to live far away from the business district. Brooklyn or Jersey City, which could be reached by ferry, were much more convenient than could any place be, so far up town as Fiftieth Street.

The houses were low, so low that Trinity spire towered up, the most conspicuously tall structure in the downtown district, and the Astor House was looked upon as something prodigious, with which the rural visitor was expected to be duly impressed because of its great size. The first apartment house, a small one, was built on the West Side, in 1865, and two large apartment houses, the Stuyvesant buildings, were erected, one in 1870, on Eighteenth Street, and the other in 1871, on Thirteenth Street. They grew in popularity and increased in size, until nearly two hundred of them were erected, in 1873. Looked upon at first as a fad which would soon pass away and ruin those who had spent their money in the exper-

iment, that class of buildings soon became general, and apartments have increased year by year, until the tenants of private houses form a very decided minority of the families of the boroughs of Manhattan and the Bronx.

The winter of 1866-1867 was an exceptionally cold one, and as the number of those who went to business in New York and lived in Brooklyn had become very much greater than ever before, the interruption to ferry traffic was seriously felt by many people. Many crossed the East River, from New York to Brooklyn, on the ice, but the inconveniences of the situation emphasized the need for the bridge, which had been one of the day dreams of the optimistic for several decades. So the question came up in the legislative session of that winter, in Albany, and three East River bridge bills

TRINITY CHURCH



were enacted. One of them, on April 16, 1867, incorporated the New York Bridge Company, which later in the year selected for its architect John A. Roebling, who had demonstrated his ability by designing and building the Cincinnati-Covington bridge across the Ohio, and the Niagara suspension bridge, who at once drew plans for the largest suspension bridge that had ever been built. As the East River was a navigable stream and subject to Federal control, these plans were approved by act of Congress, March 3, 1869, and by the secretary of war, June 21, 1869. The great architect died, July 22, 1869, and his son, Washington L. Roebling, who had been associated with his father in planning the bridge, took up the entire work and supervised it to completion.

The great problem of the city was that of rapid transit, and many were the attempts in that direction during the years that followed, of which more in detail will be told in a later chapter. As the various routes of transportation northward were improved, the trend of population in the same direction became more strongly emphasized. In 1873 the area of the city was nearly doubled, being increased from fourteen thousand to twenty-seven thousand acres, in round figures, by the extension of the city boundary, to meet, at a distance of sixteen miles from the Battery, the south boundary of the city of Yonkers. This was accomplished through the medium of a bill which passed the Assembly, annexing to the city a part of Westchester County, including the villages of Kingsbridge, Morrisania and West Farms. The jocose found much incitement to merriment by this extension of the metropolis to the region "up among the goats," but the area then annexed is now densely populated in sections, and is becoming a region of homes. In that new section of the city at the time of annexation, there were wisely reserved public parks on a generous scale, which add most materially to the attractions of the borough of the Bronx, which will in a few years, in all probability, be the most populous of the five boroughs which compose Greater New York.

In the steps of municipal progress after the close of the Civil War, the first of importance was the change from the volunteer to the paid system in the fire department. The old system had been exceptionally good of its kind, but had many drawbacks. Many brave and heroic deeds had been done by the volunteers who "ran with the machine." But the zeal which had at first engendered a friendly rivalry between the companies had intensified into animosities which frequently resulted in fighting, where there should have been coöperation. When the city was small, the flower of its manhood was proud to attach itself to the fire-fighting force, but with the growth of the city and the consequent increase of fires, the duties of the firemen proved too great a tax on the time of those engaged in business, and the personnel of the fire companies deteriorated. The companies would not admit improvements, but persisted in dragging out machines by hand, for years after the introduction of horses in other cities; and in addition, the company houses became, in some cases, loafing places for the idle and vicious, and breeding places of disorder in the promotion of the shady schemes of the lower class of ward politicians. So on March 30, 1865, the Legislature passed the bill providing for a board of four fire commissioners, who were to have control of the new Fire Department of the City of New York. Charles C. Pinckney, James W. Brown, Philip W. Engs and Martin H. Brown were appointed commissioners, and, on May 2d, the paid fire department was started. There was violent opposition to the law, at

first, on the part of the members of the volunteer companies, who attacked the new system in the courts as unconstitutional, but the case was quickly decided by the Court of Appeals, which fully sustained the new law, and soon the department was in working order, and the opposition subsided.

The most serious fire the department was called upon to contend with that year was that in Barnum's Museum, at the corner of Broadway and Ann Street, which was burned July 13, 1865. The New York Herald built upon the site, and had its headquarters there until its present handsome building in Herald Square was erected. The modernization of the fire-fighting system in New York quickly followed the change to the paid department.



BOOTH'S THEATRE

ment. Steam engines took the place of the old hand machines in the city proper, the use of the telegraph was greatly extended, and from that time on the department has become more and more efficient, until it is now without a rival as a fire-fighting force.

In the city election of December, 1865, the Democratic candidate for mayor, John T. Hoffman, was elected for the term beginning January 1, 1866.

A former chapter has told of the completion of the first Atlantic cable through the efforts of Cyrus W. Field, of the messages transmitted between the two continents and of the breaking of the cable on the very day when New York was doing honor to Mr. Field's achievement. Such a setback would have crushed a man of less heroic mold, but Mr. Field, in spite of contumely, of enmity and derision, persevered. He labored in spite of financial depression and civil war, to raise the money to resume the gigantic task, and succeeded in reviving interest. The great steamship Great Eastern started with the cable, July 23, 1865, but although precautions had been taken which seemed to make failure impossible, a fault in the cable, when it had been laid for twelve hundred miles, caused it to snap and go down. Back to England went the great ship. Three million dollars were raised, a new cable was made, and another start was made, July 13, 1866. This time success came; the two continents were united, and to add

to the final triumph of the undertaking, the Great Eastern succeeded in fishing up from the bottom of the sea, two miles deep, the cable it had lost, splicing it and completing it as a second connection between the Old World and the New. Once more Mr. Field was showered with honors; the Chamber of Commerce gave a public banquet in his honor; the Thirty-ninth Congress presented him with a gold medal, with the thanks of the nation; and John Bright, the great English statesman, in an address at Leeds, eulogized Mr. Field as "the Columbus of our time." To the faith and zeal of this great New York merchant is due the work that has since connected the world's ends together and revolutionized the commercial and social intercourse of the nations.

Another important event of 1866 was the organization of a Metropolitan Board of Health to be composed of four health commissioners, to be appointed by the governor, the health officer of New York and the Metropolitan Police Board. Such a board had often been projected, but there had always been considerable objection to vesting in such an organization powers sufficient to make its work effective. But dread of a visitation of cholera had been aroused, because, in November, 1865, the emigrant steamship *Atlanta*, from Europe, came into New York with several cases of Asiatic cholera on board. As there had been no provision for such cases since the destruction of the Quarantine Buildings, on Staten Island, the patients were taken to a floating hulk in the bay, which had been used during the previous summer for yellow fever patients. A few weeks afterward several deaths from the disease occurred on Ward's Island. Cold weather came on, and no further cases had appeared, but it was expected to return in the spring, and the Legislature created the new board February 26, 1866, and Doctors James Crane, Willard Parker, Jackson S. Schultz and John O. Stone were appointed to membership in the board.

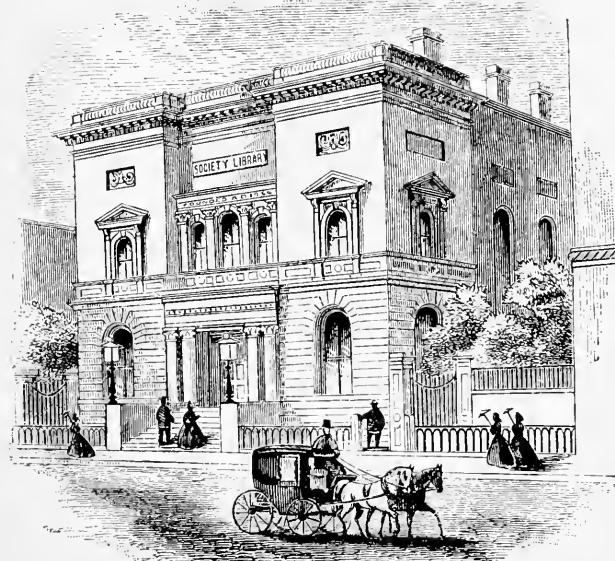
At once the board set about cleaning up the city, the streets being swept, tenements disinfected, soap rendering and slaughter houses banished outside of city limits, and the driving of cattle in the streets in the daytime prohibited; and many other sanitary measures were taken. News that the steamship *England*, from Liverpool, after losing forty dead, had brought 160 cases of cholera into Halifax, and that two vessels bound for New York had been stopped at Bermuda because of the disease, spurred the authorities to action, and the Board of Health petitioned the government and were granted special authority to provide for the sick and to take sanitary measures within the city. They struck a snag when they attempted to establish a quarantine station. Staten Island would have none of it, and Coney Island, Sandy Hook, and other places, made violent opposition to quarantine stations or cholera hospital. The steamship *Vir-*

ginia, from Liverpool, arrived April 18th, with numerous cases of Asiatic cholera aboard. They were transferred to a hospital ship, and those who were well were put into a steamer fitted up specially for them. On May 1st, the first case of cholera broke out in the city, in an unsanitary tenement at Ninety-third Street and Third Avenue, and the next day, in a similar building at 115 Mulberry Street. It grew in the number of cases, until August, and after that decreased. In a hospital on Second Avenue, also at the Battery, the United States Transit Hospital and the Five Points Barracks many were cared for. In the city the deaths numbered 460, but the mortality in the hospitals and penal institutions on the islands was much greater, bringing the total up to 1212. The number was greater in Brooklyn, and still higher in the Western cities, where many thousands died. It disappeared from New York in October.

Congestion of the downtown streets was a problem forty years ago. Alderman Charles E. Loew, as a remedy for this condition, proposed the erection of an elevated causeway over Broadway, and the structure, as planned, was built across that thoroughfare at Fulton Street. It was costly, unsightly and useless, for the number of those who would climb to cross

was very few. It remained a year and then was taken down.

From 1867 to 1869 was an era of speculation in real estate and in building; many old landmarks were torn away to make room for more pretentious structures, and some changes that were made at that time have since been much regretted. Among these was the sale, in 1867, of St. John's Park, which had originally been part of the Anneke Jans estate, and had become one of the best of the small parks in the lower part of the city, but which was transferred to the Hudson River Railroad for a



OLD NEW YORK SOCIETY LIBRARY

freight depot. Another landmark, the New York Hospital, at Broadway and Pearl Street, where it had long stood surrounded by greensward and stately elms, was sold, the institution moving up to its present location in West Fifteenth Street. Besides the activity in real estate and building,

there were many wild speculations in stocks, in petroleum and other things. The most notable features of the general excitement were the lavish schemes and plans for municipal improvements fostered and carried out by a ring of politicians who had gained the control of the city government. John T. Hoffman was elected mayor in 1865, and during his administration began the nefarious operations of the "Gang" headed by William M. Tweed.

The head and front of the "Ring," was William Marey Tweed, who was born in New York in 1823, educated in the common schools, and then took up his father's trade of chair-making. Not being overfond of work, he devoted most of his attention to the volunteer fire department, becoming foreman of "Big Six," one of the most popular and politically powerful of the companies. He had much personal magnetism and a knack of attaching to himself a large following, and he had soon become a ward "boss." He was elected to the Common Council of 1850, a body which, because of some of its works, had earned the designation of "The Forty Thieves," and he diligently worked the field of patronage, selling offices for money or to make his following more secure and extensive. Having, with a majority of his fellow councilmen, granted a street car franchise in disobedience to an injunction, he was arrested, but escaped imprisonment, and was elected to a term in Congress. In 1857, the Legislature passed a law making the Board of Supervisors the governing body of the county, consisting of twelve members, six from each party. This arrangement, intended by an even division of party control to secure a businesslike and nonpartisan administration of public affairs, resulted in building up a ring composed of corrupt men of both parties, held together by "the cohesive power of public plunder." Such has at times been the case not only in New York, but also in Chicago, in San Francisco, and other ring-ridden cities. When Tweed left Congress he became chairman of the Board of Supervisors, occupying that office for four terms. He had become all-powerful in the Tammany Society, of which he was elected grand sachem.

Tweed's chief associates in the ring were Peter B. Sweeney, one of the Tammany leaders, a lawyer of no great ability, and the son of a saloon-keeper; and Richard D. Connolly, of Irish birth, but a resident of New York from boyhood. He had served as county clerk and afterward as a State senator. He had later served as an accountant in a bank, and had some knowledge of money matters, which was found useful in the financing of the transactions of the gang. He was of a smooth, insinuating manner, and known to his familiars as "Slippery Dick Connolly."

With Tweed at the head of the Tammany organization, with wires out everywhere connecting him with many experienced workers, the operations of

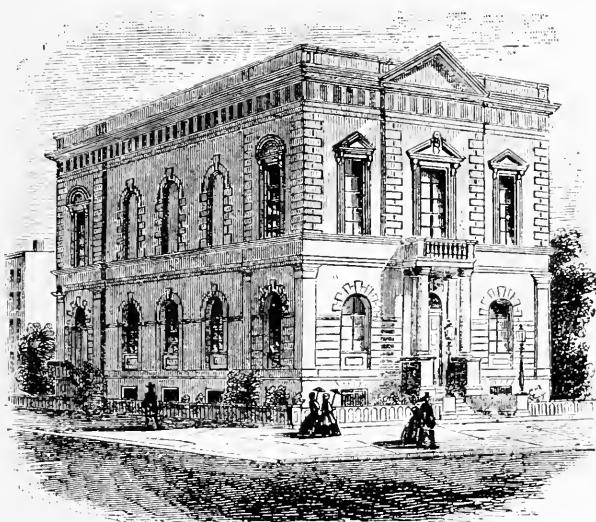
the gang were made easy of execution; but they were compelled, of course, to have numerous confederates, and to intrench themselves in power they secured control of three members of the State judiciary. One of these was George G. Barnard, who had at one time been regarded as a reformer, but who eventually turned out to be completely in sympathy with the Tweed ring. Another judge, Albert Cardozo, was an entirely different kind of a man from Barnard, the latter being of overbearing manner, while Cardozo was a lawyer of great ability, and a man of highest culture and the most refined manners, and yet he appears to have been, if anything, the most corrupt of the three judges of the ring, of whom John H. McCunn was the third. The latter was of so little learning that he employed various lawyers to write his opinions for him.

Besides the judiciary, the gang secured control of several of the editors of newspapers, who were corrupted by lucrative public positions or by "tips," enabling them to make money by speculation in Wall Street or by advance information in regard to improvements that were made by the city, by which they were enabled to make money by speculation in real estate.

The corruption of the gang was absolute, and extended to all of the departments of activity connected with the city government. The building of the New York City Courthouse, which was limited in cost in the original contract to \$250,000, was expanded to an expense to the taxpayers of more than \$14,000,000, of which fully half found its way into the pockets of the members of the ring and their followers and hangers-on. As appeared in the evidence afterwards, the creative genius of the gang was Sweeney, although Tweed was the one who manipulated the robberies of the city. Bills against the city were increased from forty to sixty-five per cent. more than the real amount, and the excess divided among the gang, upon methods which were made possible only after Sweeney became chamberlain and Connolly controller, which was in 1868. In that year John T. Hoffman, who had been mayor, was elected governor of the State, and in his place, under the dictation of Tweed as boss, A. Oakey Hall was elected mayor of the city in place of Hoffman. Although Hall figured largely in the investigation which afterward came about, there does not seem to be any proof that he profited in a financial way by his connection with it. His ambition seems to have been the cause of his subservience to the ring, without which he could not have been advanced to the mayoralty, because as politics stood then, Tweed was able absolutely to control the situation. Mayor Hall was a man of excellent family, remarkable culture and classical education, a writer of ability, a lecturer who met public approval, and a lawyer of distinction who at the time of his election to the office of mayor was serving as district attorney of the County of New York. He had formerly been a Republican, afterward becoming a

Democrat, and finally by the grace of Tweed and Tammany Hall, had reached the mayoralty. In the trial of the charges against the ring, he was acquitted in court, there having been no evidence of his being a party to the taking of the money stolen by the ring, his chief offense being the appointment of Tweed to the important position of commissioner of public works, in 1870. This appointment came as a result of a change in the law which abolished the power of the Board of Supervisors over contracts, by a new city charter which had been introduced by the friends of Tweed and had been piloted through the Legislature, receiving the majority of the votes of the members of both parties. With this charter, the executive power was placed in the hands of the mayor and eleven departments, the heads of which were

to be appointed by the mayor. The offices of street commissioner and the Croton department were abolished and their power was given to a new officer, known as the "commissioner of public works," who was to hold his office for four years. When this charter took effect, Mayor Hall appointed Tweed commissioner of public works and placed Peter B. Sweeney at the head of the Park Commission, made John J. Bradley chamberlain, while Richard B. Connolly continued as comptroller. The Board of



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Audit was to be composed of the mayor, comptroller and commissioner of public works (Hall, Connolly and Tweed). This Board of Audit held one five minute session and ordered that all outstanding liabilities should be collected, delegating their auditing powers to the county auditor, James Watson, who afterward audited all of the bills, sometimes carrying the audit around to the different members of the board for their signature, and sometimes auditing them without that formality. Within less than four months from this meeting of the Board of Audit the sum of \$6,312,000 was paid out of the city treasury, of which \$5,710,130 was for fitting up and furnishing the new Courthouse. One of the writers about this period makes an estimate that the carpets purchased by the city for the Courthouse would have carpeted Union Square three times over. The many peculations of the ring became a public scandal, and several news-

papers, notably the Tribune, Times and Harper's Weekly, published strong articles against the waste of the people's money; one of the most notable features of the campaign being the cartoons of Thomas Nast, who made much of Tweed's jeering reply to criticisms, "What are you going to do about it?"

The exposure of the ring came through William S. Copeland, a clerk who had been placed in the auditor's office through the recommendation of Sheriff James O'Brien. Copeland was looking up some records in the office one day, when he came across a secret list headed "County Liabilities." This list seemed to Copeland to be very suspicious, so he made an exact copy of it, which he carried to his patron, Sheriff James O'Brien. O'Brien saw at once that the list indicated crooked work on the part of the ring, and he thereupon attempted to use it as a means to compel the ring to pay a claim which he held against the city. By the advice of Sweeney, payment of O'Brien's claim was refused, and the sheriff left them, threatening to publish the list in the New York Times. After thinking over the matter a while, the ring members concluded that it would be better to try to pacify O'Brien, and in the afternoon sent over Watson to the Bertholf's Hotel, sporting headquarters in Harlem Lane, to negotiate with O'Brien. The sheriff was accidentally detained, and on his way home Watson was thrown from his carriage, which had run into another vehicle, receiving injuries so severe that he died a few days afterward. Around the death bed of Watson flocked the members of the ring and their agents, for the twofold purpose of preventing any damaging confession and also trying to secure the transfer of a large amount of property belonging to them which Watson held in his name; but as he never again regained consciousness, his widow succeeded to the property. O'Brien continued to press his claim on the gang, but as he got nothing out of them, he carried the fraudulent accounts in his possession to the Sun, which did not buy them, and afterwards took them to George Jones, proprietor of the New York Times, telling him to use them as he would. The publication of these figures caused intense excitement in the city, mass meetings were held, and a Committee of Seventy was appointed to investigate the frauds. William F. Havemeyer, Samuel J. Tilden, Joseph H. Choate, Charles O'Connor, Richard O'Gorman, and many other prominent citizens, took up the matter, while the ring, which had become thoroughly alarmed, made ineffectual offers of large bribes to editors and others endeavoring to stop the attacks made upon them. Finally they thought to straighten up matters by laying the whole blame upon Connolly, who was asked to resign, but he refused to do so. Judge Barnard issued an injunction against Connolly, and soon after, on September 10, 1870, the comptroller's office was entered and a large number of vouchers were taken. This act, while it was profitable to all of the members of the gang, by

destroying much evidence against them, was used by the others against Connolly, in order to lay the entire blame upon him. Mayor Hall wrote to Connolly, September 12, 1870, saying that he did not have power to remove the head of any department, but he would ask him as a favor, under the circumstances, to resign. Mr. Connolly went to Mr. Tilden for advice, on September 15th, and was told by him that while he could not be removed until convicted, there was in the charter a provision by which the comptroller could appoint a deputy to act in full power during his absence, and induced him to appoint Andrew H. Green as such deputy. Then the mayor endeavored to remove Connolly in order to, at the same time, get his deputy out of the way; but Charles O'Connor upheld Mr. Green's title, and the gang concluded that it would not be safe to interfere with him. Mr. Green stopped payment to all public officials who were in arrears and refused payment on any of the exorbitant bills that were brought in; and with the aid of the evidence in the comptroller's office enabled Mr. Tilden to expose the system of the ring for division of plunder, which showed that Tweed received twenty-four per cent., Connolly twenty per cent., Sweeney ten per cent., and Watson and Woodward each five per cent. of the stealings. Connolly, Sweeney and many of their associates fled to Europe, while Tweed remained, and was arrested and lodged in the Ludlow Street jail. He was indicted, February 10, 1872, for forgery and grand larceny, but the jury disagreed. On the second trial, November 5, 1873, he was found guilty of all of the fifty-one counts of the indictment, and on November 22d, he was sentenced to twelve years in the penitentiary and to pay a fine of \$12,300.18 for each of twelve counts of the indictment and \$250 for each of the other thirty-nine counts.

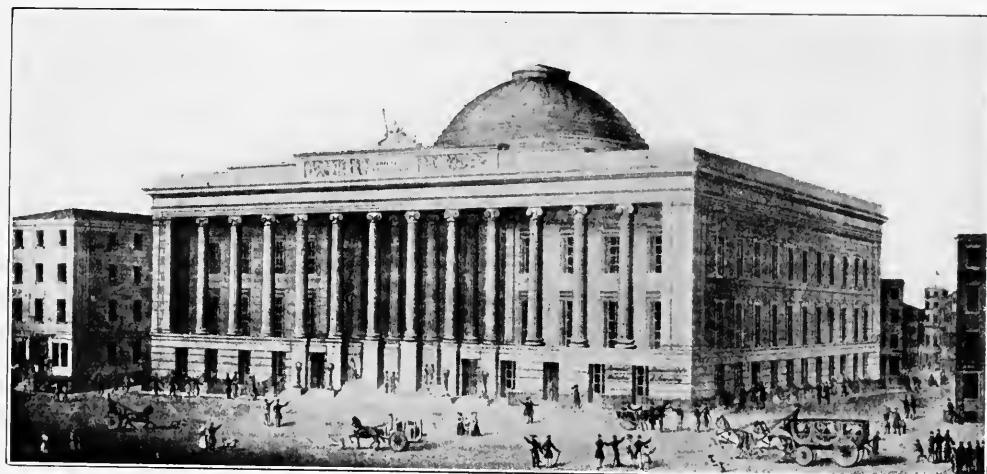
He remained on Blackwell's Island while his case was under appeal, until June 13, 1875, when a decision was made that the court erred in sentencing Tweed on so many counts for the same offense and ordering his release. He was taken to court June 22, 1875, and gave bail for \$18,000 on the remaining criminal indictments, but on his release under the bail bond he was arrested again on a civil suit for the recovery of \$6,000,000, which had been charged in the "County Liabilities" and was held to bail in the sum of \$3,000,000, which he was unable to give. He was locked up in the Ludlow Street jail and while there arranged with some of his friends to plan an escape. While he was out with Sheriff O'Brien, on December 4, 1875, taking an airing, he persuaded his keepers to permit him to visit his wife, on Madison Avenue, and from there succeeded in making his escape. He passed through many hardships in getting away, his health being bad and his corpulence of body also being a great impediment; but he lived in concealment at Vigo, Spain, until 1876, when he was discovered and brought back again to the Ludlow Street jail. Meanwhile the civil suit had resulted in a verdict against him for \$6,537,117.38, prin-

cipal and interest. He lived in the jail until, his health becoming worse, he died in that institution, April 12, 1878, at the age of 55.

The operations of the Tweed Ring, during the five years of its domination, added over \$100,000,000 to the bonded debt of the city, doubled its annual expenditures, and cost the taxpayers the sum of \$160,000,000.

As the result of the Tweed exposure there was an agitation for a reform in politics, and in December, 1872, William F. Havemeyer, who had been previously twice elected mayor of New York, in 1845 and 1848, was again selected for the head of the city government. He did not, however, live out his term, but died of apoplexy, in the mayor's office, in 1874.

An amendment of the city charter, passed June 13, 1873, abolished the Board of Assistant Aldermen, which had been revived in 1869, and in its place



OLD CUSTOM HOUSE

constituted a new Common Council of twenty-one aldermen and changed the city election to come on the same day as the State election, on the first Tuesday after the first Monday in November. Under that provision William H. Wickham was elected mayor in 1874.

In 1872 there occurred the greatest strike that there had ever been up to that time in the history of New York City, which, beginning with the effort of the house painters to have their working days reduced to eight hours, spread to the carpenters and bricklayers, and finally included many other classes of workingmen, so that in its worst phase there were forty thousand men idle, and it was estimated that \$5,620,000 was lost in the strike. The workingmen were not successful, but finally returned to work without receiving any of the benefits for which the strike had been inaugurated.

In 1873, a great panic struck New York City, and all other cities, resulting chiefly from excessive railroad development and large speculations, which

had greatly increased the debts of many corporations; and when, in May, 1873, it was found impossible to place an issue of American bonds in Europe, there came an immediate stringency in the market—banks failed, railroads went into bankruptcy, and there was a general lack of confidence all over the country. In September, 1873, the failure of the Canada Southern Railway, the Northern Pacific Railway, and the Chesapeake and Ohio Railway caused the suspension of three of the leading banking firms of the city, those of Robinson, Cox & Company, Jay Cooke & Company, and Fiske & Hatch. Soon after, the Union Trust Company failed, and on September 20th, thirty-five of the largest firms in New York suspended. The situation was one of disaster, the Stock Exchange remained closed from September 22d to September 30th, and the number of houses that failed received new additions month by month. After a time there was some slight recovery, but business did not become really active in New York for several years afterwards.

New York actively participated in the exhibits that were shown at the Centennial Exhibition in 1876, and one of the immediate results of that exhibition was the offer by the great French sculptor, Bartholdi, that he would, if the proper base was furnished for it, present to the people the Statue of Liberty Enlightening the World, and some years later, in New York harbor, the statue was placed, and is one of the most treasured monuments of the republic. By the same sculptor also was the statue of La Fayette which now stands at the south border of Union Square, and was presented by French residents to the city.

King Kalakaua, of the Hawaiian Islands, visited New York in 1875, being the first reigning monarch that ever set foot on American soil. In the centennial year of 1876, the Emperor and Empress of Brazil were visitors in New York.

In 1876, the presidential election was a very exciting one, the contestants being Rutherford B. Hayes, as the candidate for President of the Republican party, and Samuel J. Tilden, as the candidate of the Democratic party. The dispute as to which of these had been elected was especially acute in New York, because Tilden had received a large majority of the votes in his State, and the decision in favor of Hayes was by no means popular here. At the same election Smith Ely was elected mayor of New York, and served with ability in that office until 1878.

One of the great engineering feats of that period was the blowing up of Hallet's Point Rocks at Hell Gate, in East River, one of the most extensive operations of its kind ever executed, which was successfully carried out at the end of ten years of hard work under the supervision of General John Newton. Fifty-two thousand pounds of explosives were fired off at one touch of a button by General Newton's little daughter, greatly reducing the obstruc-

tion to navigation in East River. This explosion occurred on September 24, 1876. The many fears that had been entertained of great destruction of property from the explosion all proved to be groundless.

The Seventh Regiment of the National Guard, which from its organization has been the leading military establishment of New York City, and which formerly had its armory at Tompkins Market, found those premises too small and inconvenient for regimental use, and in the autumn of 1877, the corner stone of the new Seventh Regiment Armory, on the block bounded by Lexington and Seventh Avenue and Sixty-sixth and Sixty-seventh Streets, was laid. The Seventh Regiment is the continuation of an organization made in 1824, being the outgrowth of the Eleventh Regiment of State Artillery, which consisted of two battalions, one of artillery and one of infantry. On May 6, 1826, the infantry battalion was organized as a separate regiment under the title of the "Twenty-seventh Regiment of Artillery," but it was long known as "The National Guards," a title which afterwards became common to the entire military force of the State. The name of the Seventh Regiment was bestowed upon it, July 27, 1837, by Governor Young. It has always attracted to it young men of good families, and its services were called for many times in the preservation of public peace. It was the first regiment to leave New York for the Civil War, and when it needed a new armory, the subscription for the purpose was very liberal, and the present armory was occupied on April 1, 1880.

An event which created considerable excitement in the city was the desecration of the grave of A. T. Stewart, in St. Mark's churchyard. Mr. Stewart had been the leading merchant of New York, and probably its most wealthy citizen at that time. Upon his death, April 10, 1826, his remains had been temporarily interred there, pending the completion of the mausoleum in St. John's Cathedral, at Garden City, Long Island, for which his widow had supplied the building fund as a memorial to her husband. The thieves escaped with his body, but were disappointed in their effort to procure the reward which they expected.

In 1878, the trains of the Metropolitan Elevated Railway began running on the Third Avenue and Sixth Avenue routes. A further account of this, and other of the rapid transit facilities of New York, will be found in a subsequent chapter.

In November, 1874, Samuel J. Tilden, one of the foremost citizens and greatest lawyers of New York, was elected to the governorship of the State. In 1876 he was nominated by the Democratic party to the presidency of the United States, but in the subsequent election there was a dispute as to whether Governor Tilden or Governor Rutherford B. Hayes, of Ohio, the Republican candidate, had been elected, and the country was in considerable turmoil for several months until the matter was finally left to an electoral commission of

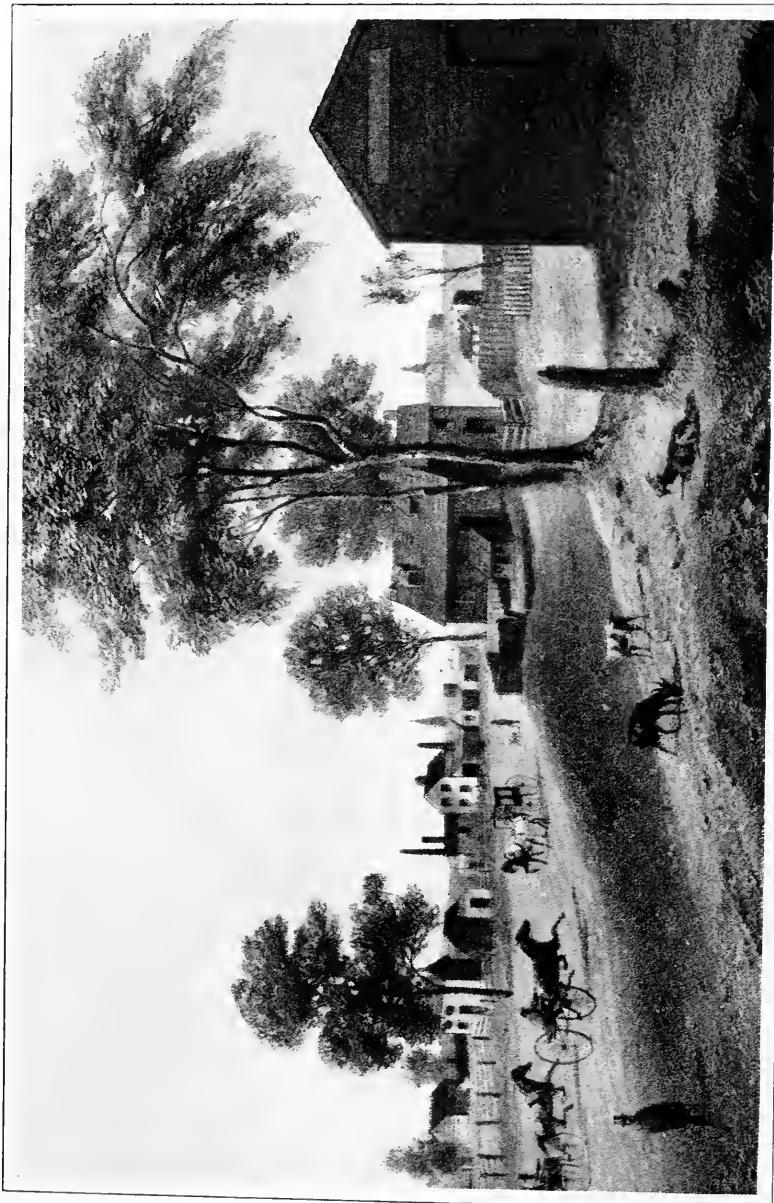
fifteen members, which decided, by a vote of eight to seven, that Hayes had succeeded in the election.

In November, 1876, Lucius Robinson was elected governor under a law enacted in 1874, extending the governor's term from two to three years, and in 1879 Alonzo B. Cornell, Republican, was elected.

It will be remembered that in the early part of this history reference was several times made to a dispute about the exact boundary line between the States of New York and Connecticut, and it will be interesting to note that the matter was finally decided in 1880, when a Joint Boundary Commission, appointed by the Legislatures of the two States, awarded to New York a small strip, 4.68 square miles in area, called the "Oblong Tract," and finally settled the boundary question.

On January 22d, there was a great addition made to the attractions of Central Park, by the erection of the Egyptian Obelisk, which was brought from Alexandria to New York by the steamer *Dessoug*, under the command of Commander Henry H. Gorringe, U.S.N., which sailed from Alexandria, June 12th, reaching New York, June 20, 1880. This great monolith, which dates back to the days of the ancient Pharaohs, is now one of the unique ornaments of New York's great park. It is supposed to have been made in the years between 1591-1565 B. C., and erected at Heliopolis, whence it was removed to Alexandria in the year 22 B. C. Its total height is ninety feet, the shaft itself being sixty-nine feet high and weighing 443,000 pounds. The total expense of removal and erection of this shaft, amounting to \$103,732, was defrayed by William H. Vanderbilt.

In the early eighties there was considerable political turmoil, due to the division of the Republican party into factions, known in the parlance of that day as "Stalwarts" and "Half-breeds." In 1880, the Republicans nominated James A. Garfield for President, and Chester A. Arthur for Vice President of the United States. In the convention, however, there were 106 members who from first to last voted for the nomination of General U. S. Grant for a third term as President. The opposing faction was under the leadership of James G. Blaine, who had been the speaker of the House of Representatives. The votes had fluctuated among various candidates and finally centered on Garfield, who received the nomination. The party leaders, in order to secure harmony, offered to the leaders of the so-called Stalwart faction the choice of vice president, whereupon General Arthur, then collector of the port of New York, was named by Senator Conkling, who was the recognized head of the Stalwart wing. After the inauguration of President Garfield, James G. Blaine was appointed secretary of state and became a dominant figure in the administration. Through his influence and in opposition to the wishes of Senators Conkling and Platt, of New York, William H. Robertson was appointed



HARLEM LANE  
From Central Park to Manhattanville

to the collectorship of the port of New York, and after vainly attempting to prevent the confirmation of Robertson, Messrs. Conkling and Platt resigned their seats in the Senate, May 16, 1881, expecting, it was supposed, that they would be immediately reelected by the New York Legislature, then in session, and thereby secure an endorsement of the position they had taken in regard to the nomination of Robertson. As it turned out, however, they were disappointed in this expectation, for the Legislature, though Republican in both houses, elected as their successors men who represented the other wing of the Republican party, Warner Miller and Eldridge G. Lapham, who were selected, after a heated contest in the Legislature, on July 17, 1881. The death of Garfield, at the hands of an assassin, made General Arthur President, on September 22, 1881.

The notable death of that year was that of Thurlow Weed, long known as one of the politicians and journalist of the State, who died on November 22, 1882.

After the death of Mayor William F. Havemeyer, in 1874, S. B. H. Vance was acting mayor until after the fall election, at which William H. Wickham was elected. He was succeeded by Smith Ely, in 1877; he by Edward Cooper, in 1879, and he by William R. Grace, in 1881. Franklin Edson was elected in 1883, and William R. Grace was elected for another term, 1885-1886.

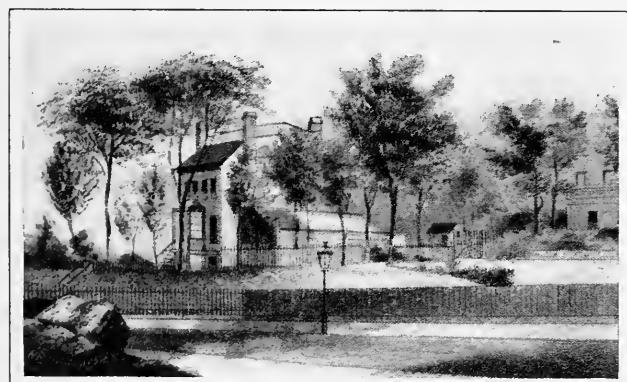
As a result of the dissension in the Republican party, Grover Cleveland, a Democrat, was elected governor in 1882, making such an excellent record in that office that he was nominated for President of the United States, by the Democratic party, at the National Convention in Chicago, on July 8, 1884. He was elected President the following November, defeating James G. Blaine, who was the nominee of the Republican party. There was great excitement over the election in New York City, and the result was so close in the State that for a time there was some doubt as to who had carried this State, and with it the country.

## THE PAST THREE DECADES—CREATION AND PROGRESS OF THE GREATER CITY

Beginning with the opening to traffic of the East River bridge, May 24, 1883, there began a marked expansion of the population of New York toward Brooklyn and its suburbs, and from that time many investors, who had foresight, began to see that the union of the two cities was inevitable. That was not to come, however, until fifteen years later.

Prominent among the events of 1884, affecting the city, was a financial sensation, in May, which attracted international attention. The failure of James R. Keene, who is said to have lost four millions of dollars, was immediately followed by the

collapse of the Marine Bank, the Metropolitan Bank and the firm of Grant & Ward, with which firm General Grant was said to have been connected. General Grant, as it afterward appeared, had not been actively associated in the operations of the firm, but was really the victim of Ferdinand Ward, the active member, who had been engaged in various oper-



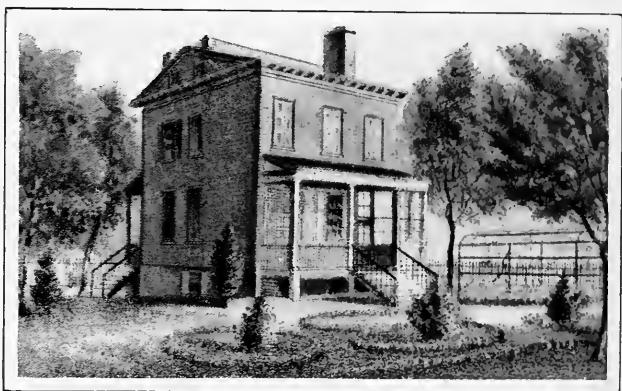
THE GARGLE ESTATE  
Sixtieth Street and Tenth Avenue

ations of what we have lately come to regard as "Frenzied Finance," but, at the same time, the loss fell largely upon the ex-President. General Grant borrowed \$150,000 from William H. Vanderbilt, in the endeavor to avert the crash, and lost all of his savings. Sympathy for the general and his family was widespread, and they endeavored to satisfy their creditors by mortgaging all of their property. Although Mr. Vanderbilt desired to cancel his loan, General Grant declined to accept that offer. The general afterward recouped his fortunes somewhat by writing *The Personal Memoirs of General U. S. Grant*, which had a very large sale. In the legal proceedings arising from the failures, James T. Fish, president of the Marine Bank, and Ferdinand Ward, active member of the firm of Grant & Ward, were found to have acted together in various fraudulent transactions and were arrested, convicted and each sentenced to ten years imprisonment at hard labor in the Sing Sing prison.

An Arctic expedition, sent out under the auspices of the New York Herald, by James Gordon Bennett, Jr., its proprietor, in the steamer Jeannette, had come to grief, and a relief expedition had recovered the remains of Lieutenant Commander George W. De Long, U. S. N., who had charge of the expedition, and others. Largely attended funeral ceremonies over the bodies were held in New York City on February 23, 1884. Another Arctic expedition, which had been under the command of Lieutenant (now Major General) A. W. Greely, also was rescued in this year by a relief expedition, under the command of Captain (now Rear Admiral) Winfield S. Schley. The Greely expedition had been sent out, in 1881, to establish one of a chain of thirteen circumpolar stations. The party of twenty-five reached farther north ( $83^{\circ} 24'$ ) than any previous record. Lieutenant Greely discovered a new land north of Greenland, and crossed Grinnell Land to the Polar Sea. Two relief expeditions having failed to reach the party, he retreated south to Cape Sabine, where, the relief still failing, most of the members of the party perished of starvation. Only seven survivors of the party were found under the third (Schley) expedition, which brought them back, as well as the corpses of several of the dead, to New York.

Grover Cleveland, who had been elected President, resigned the governorship of New York on January 6, 1885, and David Bennett Hill, the lieutenant-governor, became acting governor. In the November election of 1885 he was elected for a full term of the governorship. He was again elected in 1888, and on January 21, 1891, was elected United States senator from New York, serving until 1897.

General U. S. Grant did not long survive the financial trouble into which he had been forced by the unprincipled acts of Ferdinand Ward, but died July 23, 1885, at Mount McGregor, near Saratoga. He was buried with imposing ceremonies, and afterward the magnificent mausoleum in Riverside Park, for which Congress appropriated \$250,000, and a similar amount was raised by popular subscription, was erected, and there his remains now rest, and by his side, those of his wife, who died several years later. In the Grant funeral procession, General William T. Sherman, who was the second greatest Union



THE CASTER ESTATE  
Formerly near Thirty-sixth Street on Lexington Avenue

commander of the Civil War, rode side by side with the Confederate General, Joseph E. Johnston, who had twenty years before surrendered his army to Sherman at Durham Station, North Carolina.

The corner stone of Bartholdi's statue of Liberty Enlightening the World was laid with Masonic ceremonies, on August 5, 1884, on Bedloe's Island, in New York Harbor, and was formally unveiled on October 22, 1886. The ceremonies on the latter occasion included an imposing naval parade and a large land procession. The ceremonies were attended by President Cleveland and his cabinet, the governors of many States, members of the Diplomatic Corps, and many distinguished American guests, also a deputation from France, including M. Auguste Bartholdi, the sculptor, Count Ferdinand de Lesseps, Admiral Jaures, General Pellissier, and others. Addresses were made by Senator Evarts, President Cleveland, Chauncey M. Depew, and M. Lefavre.

Mention has been made of the "America's Cup," originally called the "Queen's Cup," which was won by the schooner yacht America in an international competition under the offer of the Royal Yacht Squadron of England, in 1851. Since then there have been challenge contests from English yacht owners in 1870, 1871, 1876, 1881, 1886, 1893, 1895, 1899, 1901 and 1903. The race in 1886 was with the Boston sloop Mayflower as defender of the cup, defeating the English cutter Galatea in two consecutive races over the Sandy Hook course. In 1893, Lord Dunraven offered his yacht, Valkyrie II, as challenger and was defeated by the American yacht Vigilant. Two years later Lord Dunraven again challenged with his yacht Valkyrie III, against the American yacht Defender, and after being defeated in one race, won the second, but was deprived of the victory because of a foul. The Englishman claimed that he had been cheated, and refused to race again, charging the American yachtsmen with unsportsmanlike conduct, and visited this country to press the charge. His complaints were dismissed and he was dropped from the list of the members of the New York Yacht Club, under whose auspices the race had been held. The last three races have been contested by Sir Thomas Lipton with his yachts Shamrock I, in 1899; Shamrock II, in 1901; and Shamrock III, in 1903. Sir Thomas made a gallant effort each time and his yachts were ably sailed, but were found not to be quite capable of the speed attained by the contesting American yachts, though the contests with Sir Thomas have all been characterized by the highest type of international courtesy and good feeling.

On March 11 to 14, 1888, the entire Eastern seaboard was visited by a blizzard which was more disastrous in its results than any that ever visited New York City in historic times. At one time the snow-laden wind blew at the rate of forty-six miles an hour. Streets and railroads were blocked, telegraph wires were blown down and many of the business people of New

York, who lived in the suburbs, found it entirely impossible to reach their homes. The streets were impassable, in many places, even in the downtown districts, and among those who died from the effects of the storm, the best known was former Senator Roscoe Conkling, who, after several hours spent in endeavoring to reach his hotel from his office, went to his bed exhausted with his efforts and from that developed a case of pneumonia, from which he died, April 18, 1888. Senator Conkling was one of the ablest lawyers and most distinguished statesman of his day. He was a native of Albany, New York, but had made his home in Utica, where he was elected mayor in 1858, afterwards being in Congress, by consecutive elections, from 1859 to 1867, in the House of Representatives. He was elected to the Senate in January, 1867, and reelected in 1873 and 1879. He resigned from the Senate in 1881, because of his dissatisfaction with the appointment of William H. Robertson as collector of the port of New York, by President Garfield, and after that engaged in the practice of law in New York City. He was especially prominent in Congress in connection with the reconstruction measures after the Civil War, and as one of the statesmen most intimate with General Grant, during his two terms as President, and the leader of those advocating the renomination of Grant for a third term, in 1880. After his retirement from the Senate, he was especially prominent in the work of the State Senate Investigating Committee, appointed for the purpose of disclosing the fraud and bribery in the granting to Jacob Sharp of the Broadway Horse Railway franchise by the Board of Aldermen in 1884. After the taking of the testimony, lasting about three months,

Mr. Conkling, together with Clarence A. Seward, made arguments resulting in the repeal of the Broadway Railway charter, and afterward, in 1887, Jacob Sharp and several aldermen were convicted and sentenced to the penitentiary, for bribery in connection with the procurement of that charter.

At the presidential election in 1888, Benjamin Harrison, of Indiana, and Levi P. Morton, of New York City, were elected President and Vice President of the United States, on the Republican ticket, after a strenuous campaign, in which President Cleveland sought reelection, and Allen G. Thurman, of Ohio, was Democratic candidate for the vice presidency.



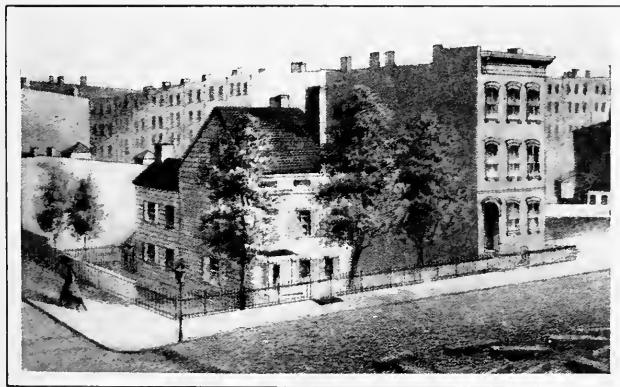
OLD DUTCH FARM HOUSE  
Former Corner of Seventh Avenue and Fifty-fifth Street

In 1889, from April 29th to May 1st, was held the centennial of the inauguration of George Washington as President of the United States. President Benjamin Harrison took part in the proceedings, and was landed in a boat in the same way and at the same place, at the foot of Wall Street, where the first President had landed one hundred years before; and among the features of the occasion was a great naval parade and an imposing land procession in which there was an especially fine military display. Several governors of other States took part in the parade, as well as a large column of children from the public schools of New York.

There was held in the mayor's office, in 1899, a meeting in the interest of a world's fair, to be held in honor of the quadricentennial of the discovery of America by Christopher Columbus. Many of the prominent citizens and large capitalists in New York became interested in the endeavor to secure

the selection of New York as the place for holding the World's Fair, but finally, in a contest among several cities, it was decided by Congress to have the exposition at Chicago.

In 1890, the corner stone of the Washington Memorial Arch in Washington Square, New York, was laid with appropriate ceremonies, on May 30th. This arch had its inception in the celebration, in



THE KEYSER ESTATE  
Former Corner of Fourth (Park) Avenue and Fortieth Street

1889, of the centennial of Washington's inauguration, one feature of which was a temporary arch, as part of the street decoration of the occasion, which spanned Fifth Avenue, on the north side of Waverly Place. The structure, which was designed by Stanford White, the architect, was so generally admired that arrangements were made to perpetuate it in marble at Washington Square, at the southern end of Fifth Avenue. The main work was completed April 18, 1892, and the cost of the structure was \$128,000, which was raised by popular subscription.

Another important centenary was observed in New York City on February 4, 1890, being that of the establishment of the Supreme Court of the United States, which held its first sessions in New York City.

Abram S. Hewitt, one of the most distinguished citizens of New York, both in business and in public life, was elected and served as mayor for the three-year term covering the years from 1886 to 1888, inclusive,

and he was succeeded by Hugh J. Grant, elected on the Tammany ticket, and serving from 1889 to 1892.

On January 29, 1891, a banquet was held at Delmonico's, given by the Board of Trade of New York, in honor of Honorable William Windom, secretary of the treasury. It was turned into a tragedy by the sudden death of Secretary Windom, upon the completion of his speech at the banquet. Another noteworthy death of the year was that of General William T. Sherman, who died in this city, on February 14th.

At the November election, in 1891, Roswell Pettibone Flower, Democrat, of New York City and Watertown, New York, was elected governor of New York, for the years 1892 to 1894, inclusive.

The most exciting event of that year occurred on December 4th, when a Boston lunatic, named Norcross, entered the Wall Street office of Russell Sage, carrying a handbag, and demanded of that famous financier the immediate payment to him of \$1,250,000. Upon meeting with a refusal, he threw the handbag, which contained explosives, to the floor, and in the explosion which ensued, the lunatic and a bystander were killed. Mr. Sage was slightly, and several others severely injured, and the building was wrecked.

The four hundredth anniversary of the landing of Columbus in America, October 12, 1492, was celebrated with imposing military and civic ceremonies, October 10th to 12th, 1892. The Columbus column and statue at the southwestern entrance to Central Park, was unveiled on October 12th, when, in the absence of the mayor, the speech of acceptance was made by General James Grant Wilson.

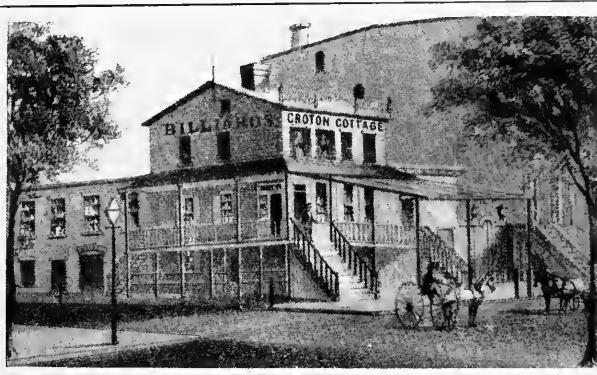
The year 1892 was one of great political turmoil. The presidential election of that year was between President Harrison, as Republican nominee, for reëlection as President, with Whitelaw Reid, of New York, as his running mate, against Grover Cleveland, ex-President, and Adlai A. Stevenson, of Illinois, for Vice President, on the Democratic ticket. The election was complicated by a large defection from both parties in western States, which had previously been Republican, but which, in the election of 1892, were lined up in a fusion with the Democrats of those States, in favor of James B. Weaver, who was the candidate of what was called the People's Party. Cleveland and Stevenson were elected.

In New York, Rev. Dr. Charles A. Parkhurst began, in 1892, his crusade against the city administration of New York, denouncing the city officials as "a pack of administering bloodhounds." His views were endorsed by a mass meeting at Cooper Union, but did not bear practical political fruit until some years later, as Thomas L. Gilroy, the Tammany candidate for mayor, was elected for the term covering the years 1893-1894.

On September 20, 1892, the bronze statue of Horace Greeley was unveiled in Greeley Square. On December 27, 1892, the corner stone of the beautiful Protestant Episcopal Cathedral of St. John, the Divine, on Morningside Heights, was laid with appropriate ceremonies. The building,

which was planned upon a scale of stately grandeur, is not yet completed, but is still progressing and will, when finished, be exceeded by no structure in the country in architectural beauty.

The panic of 1893 was one of the most severe in the history of the country. At that time, it was attributed, as economic crises usually are, to causes entirely domestic: some saying that it was caused



OLD COUNTRY INN

Croton Cottage

Former Corner of Fifth Avenue and Fortieth Street

by the silver legislation of Congress, others attributing it to the fear of changes in the tariff, and others to various causes originating within our own borders. That these various situations singly, or altogether, may have had a contributory effect in augmenting the severity of the crisis may well be true, but for fundamental causes there were the usual preliminaries: world conditions of excessive speculation, and too great an expansion of business plants. "Boom" times induce large investments of fixed capital in additional buildings, machinery, and the like, which, built to meet an anticipated demand, are unproductive if the demand diminish. This was especially the case in the years from 1888 to 1892. Not only was production of commodities and increase of equipment much overdone, but all over the central and far West there was unprecedented activity in real estate speculation, as well as in speculative operations on the exchanges in stocks, grain, cotton and other commodities. Public expenditures also went to unprecedented figures. This period introduced us to that luxurious novelty, a "billion-dollar Congress," and there was a general spirit of adventure everywhere prevalent.

But these conditions existed not only here, but abroad. Australia especially was doing the same thing that we were doing in this country—laying out paper towns and additions to cities, increasing production, and speculating in all ways that men do, who expect to make a fortune overnight. The Baring Brothers, the great London banking house, was found, November 24, 1890, to be in great financial stress, with liabilities

of £21,000,000, and was only saved from failure by the timely assistance of the Bank of England, the Bank of France, and other great establishments.

The Baring difficulties tended to greatly reduce the supply of money for speculative purposes in the European markets, and soon there began to be felt a scarcity of money. Australia, which had had such a fever of expansion and speculation, found itself practically bankrupt, and in that country, during the latter part of 1891 and the year 1892, nearly every bank closed its doors, many of them never to open again.

In the United States the same causes produced like results, and during 1893 and 1894 many thousands of banks and business enterprises went to the wall. The gold reserve in the treasury had fallen to a low figure, and Mr. Cleveland, and his secretary, Mr. Carlisle, replenished it with large bond issues. New York suffered with the rest of the country, but proved that its financial institutions were exceptionally sound. There was, however, a period of about three years of monetary stringency, complicated with serious coinage and currency problems.

On March 11, 1893, Governor Flower signed the act, passed by the Legislature of New York, authorizing the purchase of Fire Island for quarantine purposes, thus settling a question which from early days had caused much local agitation in New York and its suburbs.

As a part of the quadricentennial celebration, connected with the World's Columbian Exposition, New York held a naval review on April 27, 1893, and a large street parade on the following day, in which ten nations participated, and on May 18th, the Princess Eulalia was received in New York as a representative of the Spanish government, with appropriate ceremonies. As a part of the same celebration, the Viking ship from Denmark was welcomed in New York harbor on June 17th.

The unveiling of the beautiful statue of Nathan Hale, the work of the sculptor, MacMonnies, occurred on November 25, 1893. The statue was erected under the auspices of the Sons of the Revolution of New York, and is one of the chief ornaments of our City Hall park.

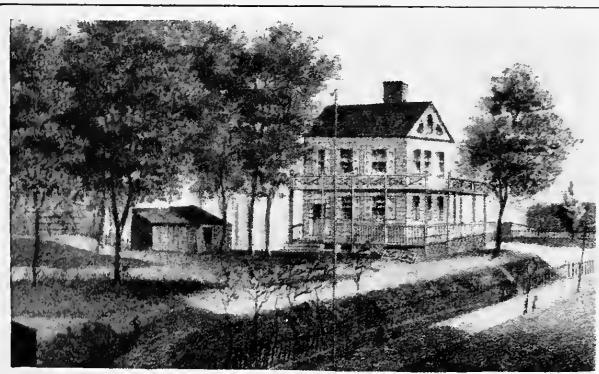
In the election of 1893, there had been notorious frauds at Gravesend, Long Island, conducted in an open and shameless manner, and with much intimidation of respectable voters, by John Y. McKane, the Democratic boss of that district. His actions aroused much indignation, and leading in securing his prosecution was William J. Gaynor, a Brooklyn lawyer, who was elected to the Supreme bench at that election, and who pursued the case with such ability, that McKane was convicted, and on February 19, 1894, was sentenced to serve six years at hard labor in Sing Sing prison. The case was appealed, but the Court of Appeals confirmed the conviction.

tion, November 27, 1894. Judge Gaynor's term expiring December 31, 1907, he was unanimously reelected for another fourteen-year term, and served in the Appellate Division of the Supreme Court, until elected, in the November election of 1909, to his present office as mayor of the city of New York for the term expiring December 31, 1913.

From early days there had been much talk of bridging not only the East River, but also the Hudson, and finally a company was formed and a bill was introduced into Congress, authorizing the bridging of North River, connecting New York with New Jersey. This bill passed Congress and was signed by President Cleveland, in June, 1894, and the bridge was authorized by the State in 1895, but it has not yet been built, although the Company which has the matter in hand is still in existence. A bill which passed the Legislature in 1901, greatly enlarging the company's powers, was vetoed by Governor Odell.

The Rev. Dr. Charles A. Parkhurst having made public charges against the police of New York City, a resolution was offered in the New York Senate, by Senator Clarence Lexow, of New York City, on January 24, 1894, to investigate the charge. The resolution was passed unanimously, and Senator Lexow was made chairman of the committee. It met on March 9, 1894, in the Courthouse in New York City, and began the investigation with William A. Sutherland as counsel for the committee, until April 13th, when John W. Goff appeared as counsel. At the end of June the committee adjourned until September 10th, and continued

in session almost continuously until December 29th, when it finally adjourned. The evidence confirmed the charges. The examination and testimony of the seven hundred witnesses made 10,576 printed pages. The report was submitted to the Legislature, January 18, 1895. Previous to this, on December 14, 1894, Police Captain Creeden confessed to having paid \$15,000 for his captaincy, and before



OLD RESIDENCE

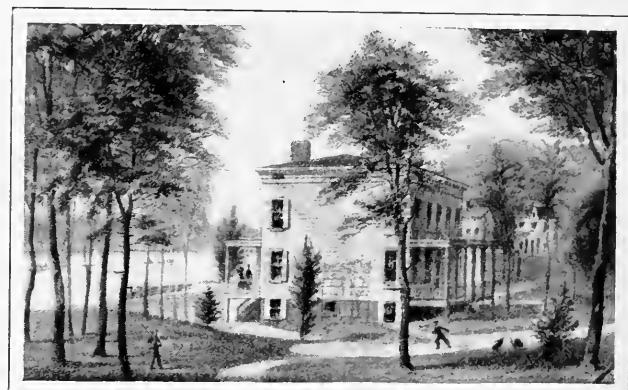
Former Corner of Madison Avenue and Fourth Street

that, Captain Stevenson, of the police, had been convicted of receiving a bribe. As the result of the investigation, Captains Stevenson, Cross and Dougherty, and Chief Devery, were dismissed from the service. The chief witness before the committee was Captain (now Inspector) Schmittberger. As the result of

the Lexow investigation, there was an exciting election for mayor, in November, 1894, the Republicans and independent Democrats combining against Tammany, resulting in the election of William L. Strong, the Republican candidate, who held the office of mayor of New York during the years from 1895 to 1897, inclusive, being the last mayor of the City of New York previous to consolidation.

On May 18, 1894, the Constitutional Convention met at Albany, and adopted the present Constitution of the State of New York, it having been found that the older instruments of organic law were not sufficiently adapted to modern conditions, so that a new statement of fundamental principles of legislation seemed to be necessary. For several years the question of the consolidation into one greater city of New York, Brooklyn and other municipalities, had been agitated, and in 1890 the Legislature created the Greater New York Commission, of which Andrew H. Green was appointed the president. The other members of the commission included the mayors of New York City, Brooklyn and Long Island City, the State engineer and surveyor, the attorney-general of New York, and nine other persons appointed by the governor. Various acts were from time to time submitted to the Legislature, but failed to pass, and finally the commission was required to report to the Legislature by February 1, 1897, by bill, a charter for the enlarged city and a scheme for securing equality of taxation and valuation.

The charter, as prepared by this commission and submitted to the Legislature, provided for the consolidation with New York City, on January 1, 1898, of all municipal corporations and parts of such corporations (other than counties) within the territory covered by the counties of Kings and Richmond, Long Island City, the towns of Newtown, Flushing and Jamaica, and that part of Hempstead, in Queens County, west of a line drawn from Flushing, between Rockaway Beach and Shelter Island, to the Atlantic Ocean. It provided for the retention of the local governments within these towns, except where changed by the Legislature, and provided for the election of a mayor of Greater New York, and other municipal officers of the greater city, at the general election in November, 1897.



THE OLD AUDUBON ESTATE

On the Banks of the Hudson

When the greater city was created, it had a population of 3,100,000, an area of 359 square miles, taxable property valued at \$2,583,324,329, and a debt of \$170,000,000. The Greater New York bill was signed by Governor Morton, May 1, 1896, vetoed by Mayor Strong, April 9, 1897, but passed by both houses, April 13, 1897.

During 1896, after an active endeavor on the part of the reform element to procure legislation which should in some measure minimize the evils of liquor traffic in New York City, a compromise bill was introduced by Senator John Raines, of Ontario County, which proposed to regulate the selling of liquor on Sunday by permitting it only in hotels; but the definition of a "hotel," under the bill, has really resulted only in increasing the number, without improving the tone, of the establishments where intoxicating liquors may be sold on Sunday. A certain type of saloon, known by the name of "Raines Law Hotel," has come to represent the most disreputable sort of resorts now in the city, and at the same time the illegal selling of liquor in the regularly licensed saloons has been very little, if in any degree, diminished.

At the general election of November 18, 1896, Frank S. Black, of Troy, was elected governor, and Timothy L. Woodruff, of Brooklyn, was elected lieutenant governor, having been nominated by the Republican ticket.

During the same year the gold reserve in the United States Treasury having been greatly depleted, arrangements were made with New York banks by which \$20,000,000 in gold was deposited by the banks in the sub-treasury to protect the government reserve.

In the presidential election of 1896, there was the greatest excitement and the most widespread interest that had ever been developed at any election in this country, unless it may have been the election of 1860. The advocates of the gold standard, on one hand, and of the free coinage of silver on the other, were very strenuous, although in the East, in all of the large commercial centres, the advocates of the gold standard were very largely in the majority. The meetings of the various parties were largely attended, and among the greatest political demonstrations that were ever made in this country were "The Sound Money Parades" held in New York, Chicago and other large cities. The final result was the election of William McKinley, of Ohio, as President, and Garret A. Hobart as Vice President, by a very large majority over William Jennings Bryan, of Nebraska, and Arthur Sewell, of Maine, Democratic candidates for President and Vice President.

A most interesting celebration, from a historical standpoint, was that held May 6, 1897, being the Bi-centennial Jubilee of Trinity Church.

At the election of 1897, the important question was the selection of its first mayor by the Greater City of New York. The candidates were Robert Van Wyck, on the Democratic ticket; General Benjamin F. Tracy, on the Republican ticket; Seth Low, on the Citizen's Union ticket; and Henry George,



STEINWAY HALL

the famous single-tax philosopher, on what was called the Jeffersonian ticket. Four days before election, October 29, 1897, Henry George died very suddenly. He had made a marvelous campaign, and it was thought by many that he would have won the race if he had lived until election day, but although the party transferred the nomination to his son, Henry George, Jr., the Democratic candidate, Van Wyck, was elected by a substantial majority.

During the administration of Mayor Strong, there had been a considerable number of changes in the police force, which was for the first part of that administration under charge of Theodore Roosevelt, as police commissioner. One of the first things done by Mayor Van Wyck in the way of change was the summary dismissal of the police commissioners, Phillips and Hamilton, and Chief of Police McCullagh, on May 21, 1898.

The year of 1898 was that of the Spanish-American War, and several of the New York regiments went to the conflict, the first being the Seventy-first Regiment, which marched to camp at Hempstead, Long Island, on the President's call for troops, April 29, 1898, and left for the front on May 14th. Hon. Theodore Roosevelt, who had been police commissioner under Mayor Strong, and had been appointed, in 1897, assistant secretary of the navy, resigned that position when the war with Spain was declared, and with Dr. Leonard Wood, an army surgeon, organized the First Regiment of United States Volunteer Cavalry ("Rough Riders"), which was recruited from the ranches of the West. Surgeon Wood, because of his superior technical knowledge, was made colonel, and Mr. Roosevelt lieutenant colonel, of the regiment. That regiment went to Cuba, participated in the fighting in front of Santiago, Cuba, and Mr. Roosevelt was promoted to the colonelcy of the regiment for gallantry at Las Guasimas.

The war was over within a few months, most of the troops returning to the United States, and Colonel Theodore Roosevelt, General Joseph Wheeler, the Rough Riders, and the Third United States Cavalry, landed at Montauk Point on August 15, 1898; and five days later there was an imposing naval parade in New York harbor of Admiral Sampson's victorious Santiago fleet. Admiral Cervera, the Spanish naval officer whose fleet had been destroyed on July 3d by a part of Admiral Sampson's fleet, under command of Rear Admiral Schley, arrived in New York on September 8, 1898. On October 12, 1898, the battleships Oregon and Iowa sailed from New York for Manila.

One of the notable deaths of the year was that of Colonel George Edward Waring, the famous sanitary engineer, born in 1833, who died in New York, October 29, 1898. Colonel Waring had for a long time been at the head of the sanitary arrangements of New York, and under his supervision the present very thorough system of street cleaning and sanitation, which makes New York one of the cleanest of the large cities of the world, were inaugurated.

At the election in 1898, Colonel Theodore Roosevelt, of the Rough Riders, was elected governor of the State of New York.

The New York Legislature, in 1899, elected Chauncey M. Depew, Republican, distinguished as a railway administrator and as an after-dinner orator, to the office of United States senator from New York, in succession to Edwin Murphy, Jr., of Troy, New York.



The year 1900 saw the beginning of important movements in connection with the question of rapid transit, the contract for the construction of the New York Rapid Transit tunnel being awarded to John B. McDonald, on January 6th of that year.

Governor Roosevelt, in the same year, appointed the New York Tenement Commission, which instituted important reforms in connection with the building laws and sanitary arrangements that refer to the tenements in New York City.

The presidential election of 1900 was again between William McKinley, on one side, and William Jennings Bryan on the other, although the issues were somewhat different from those in 1896, and the election principally turned upon the question of the relations of the United States to its insular possessions, and the question of the future of the inhabitants of the Philippine Islands. The contest for Vice President was between Governor Theodore Roosevelt, of New York, Republican, and Adlai Stevenson, of Illinois (former Vice President), on the Democratic ticket. McKinley and Roosevelt were elected, but the assassination of President McKinley, on September 14, 1891, while in attendance at the Pan-American Exposition at Buffalo, made Theodore Roosevelt, a citizen of New York, President of the United States, which office, by election to the same position in 1904, he continued to hold until March 4, 1909. One of the features of the campaign of 1900 was the Republican "Sound-Money" parade, held November 3d, three days before the election, and which was the most imposing parade ever held in New York as a part of a political campaign.

The offer of Andrew Carnegie, on May 13, 1901, to contribute \$5,200,000 to build sixty-five branch libraries for New York City, provided that the city would furnish sites and maintenance for such branches, was accepted by the city. At the election in November 6, 1900, Benjamin B. Odell, Republican, was elected governor of New York for the term beginning January, 1901, and on January 21st, the governor transmitted to the Legislature the report of the New York City Charter Revision Commission, with a message urging municipal economy. The Legislature also passed a New York Police Commission Bill which, among other things, contained a clause bestowing upon the governor the power of removal of the police commissioner. This bill being submitted to Mayor Van Wyck, he vetoed it on February 17, 1901, upon the ground that the clause giving to the governor the power of removal was unconstitutional; but the Legislature passed the Police Commission Bill over the mayor's veto, and it was signed by Governor Odell and became a law February 20, 1901.

A bill creating a bi-partisan Bureau of Elections for New York City was passed by the Legislature, March 13, 1901.

The New York Charter Revision Bill, having been passed by the Legislature and submitted to Mayor Van Wyck, was vetoed by him, but on April 22d was passed by the Legislature over that veto and became a law, and has continued to be operative to the present time, having been passed as the result of developments which had made the original charter of Greater New York, passed in 1897, seem inadequate for the needs of this great municipality. The 1901 charter, however, is still regarded as deficient in many respects, and is now (1910) in the hands of a commission for the purpose of revision.

On May 13, 1901, was established the celebrated Hall of Fame of the New York University, which has continued to hold a prominent place in national interest.

There is no summer in New York City that there is not some day that the average citizen will declare is the hottest ever experienced, but, so far as results are concerned, July 20, 1901 was the most disastrous day in the number of deaths from heat that the city ever knew, two hundred having died from the effects of the heat on that day.

The Metropolitan Museum of Art was greatly enriched by the death, on July 5, 1901, of Jacob S. Rogers, a locomotive manufacturer of Paterson, New Jersey, who bequeathed his estate, amounting to \$5,000,000, to the museum.

In the municipal election which was held in November, 1901, Seth Low, the fusion candidate, was selected as mayor of New York for two years, 1902-1903, over Edwin M. Shepard, the Democratic candidate. Mr. Low represented a reform movement which had been inaugurated as the result of dissatisfaction with the acts of the Van Wyck administration and of the domination of politics by Tammany Hall; and while the majorities were small, except in Brooklyn, where Seth Low had formerly been a very popular mayor of that former city, Mr. Low received a majority in each of the boroughs, and with him were elected the other reform officials, elected on the same ticket, all of whom entered office on January 1, 1902.

The new mayor had been president of Columbia University for several years, and in his place, upon his resignation, the trustees of Columbia University selected Professor Nicholas Murray Butler as the head of that great educational institution, on January 6, 1902. Columbia University has since made rapid strides in its importance and membership, and is now the most largely attended university of the United States.

There were numerous disasters in 1902, one of which was a collision in the New York Central Tunnel, on January 8th, in which seventeen persons were killed, and another disaster occurred in the New York Rapid Transit Tunnel, on January 27th, through an explosion, by which many were killed and injured and much property was destroyed. The disastrous Park Hotel fire, in which seventeen lives were lost, also occurred that year, on February 22d.

A notable event of the year was the visit of Prince Henry of Prussia, who had come to take part in the ceremonies connected with the launching and christening of the German Emperor's new yacht Meteor, which had been built here. The visit extended from February 21st to March 15th. Among the notable incidents of the visit was the christening of the yacht by Miss Alice Roosevelt, daughter of the President, on February 28th, and a dinner given in honor of Prince Henry, known as the "Captains of Industry Dinner, at which one hundred of the largest capitalists and heads of great American industries were invited to meet the Prince.

At the municipal election, in 1903, Colonel George B. McClellan, son of the Union general of the same name, was elected mayor of New York, to which office he succeeded on January 1, 1904. Mayor Low, who was again the candidate on the Fusion ticket, had a slight majority in the borough of Richmond, but all of the other boroughs gave the preference to McClellan.

On October 5, 1904, Mayor McClellan caused a sensation by removing the entire board of the municipal Civil Service Commissioners from office, and also at the same time demanding the resignation of William P. Schmitt, commissioner of parks for the Borough of the Bronx, and appointing an entirely new Civil Service Commission.

One of the tunnels under the Hudson River, between New York and New Jersey, was completed March 11, 1904, although it was not open for traffic until the completion of connections on both sides.

The chief event of the year was the opening of the great subway on October 27th. Mayor McClellan ran the first train from the City Hall station. Afterward the road was open to the public on that day and passengers to the estimated number of 150,000 rode over the rails between the hours of 7 p. m. and midnight.

The idea of an underground railroad for New York was first broached officially in 1890, when Mayor Hugh J. Grant appointed a commission, headed by August Belmont, to suggest plans for rapid transit. In 1872 the plan was reported on, and abandoned by the commission after an expenditure of \$136,000. In 1897 the Supreme Court appointed another commission, and in 1899 the commission advertised for bids for building a subway route. On January 16, 1900, the contract was awarded to John B. McDonald for \$35,000,000. The time for the completion of the road was four and one-half years.

On March 25, 1900, Mayor Van Wyck turned the first shovelful of earth, with a silver shovel, in front of the City Hall, marking the commencement of all work on the subway. After that the work was continuous except as interrupted by strikes, and the completion of the road, as originally laid out, from One Hundred and Forty-seventh Street to the City Hall, was only one month and two days more than the four and one-half years stipulated from



HUDSON TERMINAL BUILDING

March 25, 1900. Extensions have since been made extending the system into the Boroughs of the Bronx and Brooklyn, and still other expansions of the lines are contemplated.

One of the events of 1905 was the blizzard which occurred on January 25th, which, though not so severe as the one that had been recorded for 1888, was sufficiently so to stop all surface travel.

One of the most notable events of 1905 was the life insurance investigation of that year, which resulted in a marked change in the management of all the large life insurance companies and the discovery of much that was unsound in the methods used by the companies, and the prosecution for illegal practices of several of the principal insurance officers. Many of them were forced to resign, and the Legislature, in 1906, receiving the reports of the Armstrong Insurance Commission, enacted laws to prevent the practices which had been discovered in the course of the investigation.

The mayoralty contest of 1905 was one of the most exciting that ever occurred in the history of New York. George B. McClellan was a candidate for reëlection on the Democratic ticket. William M. Ivins was the candidate on the Republican ticket, and William Randolph Hearst, proprietor of the New York Journal, the New York American, and a number of other newspapers in various parts of the country, was nominated by a party he had himself organized, known as the "Municipal Ownership League." Mr. Hearst is a man of very great wealth, and had organized a very effective campaign machine; and being himself a man of great energy, visited every section in the city, with his speakers, in support of himself and his platform, which was very profuse in the promises of what would be accomplished in the case of Mr. Hearst's election. He drew very largely from the vote of both of the old parties, receiving a substantial majority over McClellan in the Borough of Brooklyn and a small majority also in Queens, while McClellan carried the Boroughs of Manhattan, the Bronx, and Richmond. After the election a contest was started by Hearst, who claimed that a recount would show that he was elected, and the figures were so close that many believed that this claim was true. Even McClellan does not appear to have been any too sure about it, for he interposed many obstacles in the way of a recount. The mayoralty contest was not finally decided until June 13, 1908, when in the Supreme Court the recount was ended by an instructed verdict, finding that George B. McClellan had been elected mayor of New York by a plurality of 2791, which, however, was 863 less of a majority over Hearst than was originally shown in the official returns. This election was one of special importance, because it was the first one under the new law giving a four-year term to the mayor of New York, so that McClellan had secured one two-year and one four-year term, making six years in all.

During the year 1906 there occurred, in June, one of the most sensational murder cases in the history of New York: the shooting of Stanford White, the most famous of American architects, by Harry K. Thaw, in the Madison Square Roof Garden, in June of that year. It is not necessary to go into the details of this recent crime, which resulted in the acquittal of the defendant on the ground of insanity, and his incarceration in the asylum for the criminal insane at Matteawan. Vast sums of money were spent in defense of Thaw, whose family was one of the wealthiest in Pittsburgh, and numerous attempts were made to secure his release from the asylum on the plea that he is now sane, but uniformly without success.

In 1906, Mr. Hearst again appeared in politics as a candidate for governor, this time being nominated not only by his own party, which had changed its name to "Independence League," but also securing the Democratic nomination. Very many of the Democratic voters of the city and State, however, would not vote for Hearst, who had the year before been actively denouncing their party and its candidates, while the Republicans had the advantage of an exceptionally strong candidate in Charles E. Hughes, one of the ablest lawyers of New York City, who had been at the head of the great insurance examination of 1904. Mr. Hughes was elected by a plurality of nearly fifty-eight thousand votes over Hearst.

The important events of 1907 included the meeting in New York, on April 14th, of the National Arbitration and Peace Congress, and the passage of a bill in the Legislature, signed by the governor, June 6, 1907, creating a Public Utilities Commission, to have supervision and regulation over the various railroads. This has resulted in various reforms in connection with the operation of street railroads, subways and elevated railroads in New York City.

On June 20th, Mayor McClellan turned the first sod in the construction of the Catskill Water Supply System, which, when completed, will greatly enlarge the water resources of this great metropolis.

On September 13th, the Lusitania, of the Cunard line of steamers, from Liverpool, completed her maiden trip from Queenstown in five days and fifty-four minutes, this being the largest steamship ever built, up to that time, with a gross tonnage of 32,500 tons, and 70,000 indicated H. P., with a length of 790 feet and breadth of 88 feet and a depth of 60½ feet. This vessel and her sister ship of the same dimensions, the Mauretania, have since been running regularly between New York and Liverpool, and have several times reduced the record. The fast time record is now held by the Mauretania, which left Queenstown September 26th, and arrived in New York, September 30, 1909, in four days, ten hours and fifty-one minutes.

On October 17, 1907, the first regular wireless despatch over the Atlantic Ocean for commercial purposes, was received in New York.

On October 21, 1907, there was great financial disturbance in New York, owing to the suspension of the Knickerbocker Trust Company, which was followed between then and the 30th by the suspension of several of the banks, and caused a financial stringency in the city for several months. The suicide of Charles T. Barney, on November 14th, was one of the incidents of the troubles that followed, and several prosecutions for the violation of the banking laws were started against various officials.

On January 9, 1908, the East River tunnel, from Manhattan to Brooklyn, was open to traffic as a part of the Interborough Rapid Transit Railroad, and has since been in operation, and on February 25th, the first of the tunnels under the Hudson River, to New Jersey from New York, was open to traffic by the Hudson and Manhattan Railway Company, of which William G. McAdoo is president and executive.

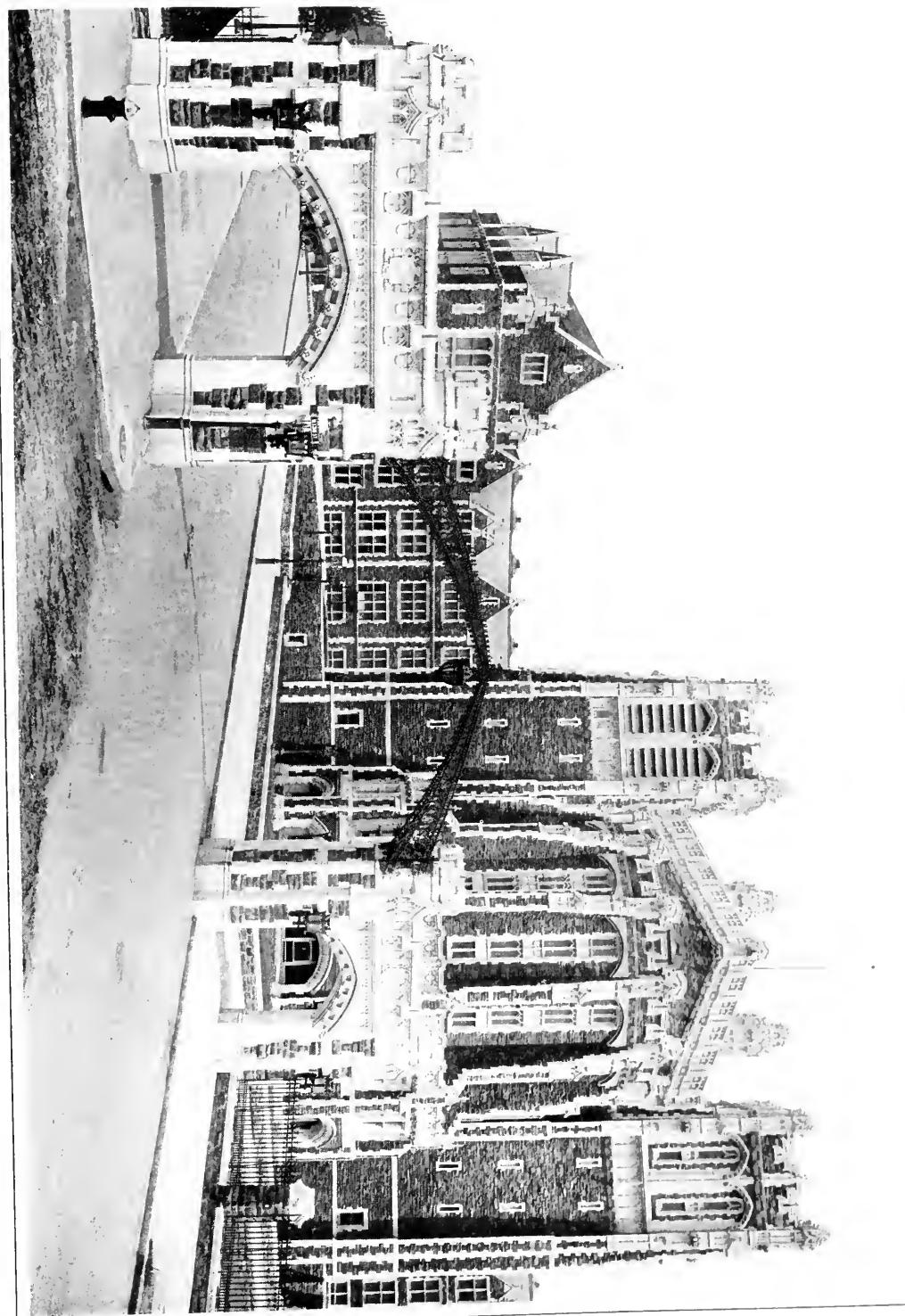
The Knickerbocker Trust Company reopened for business on March 26, 1908, having been reorganized and strengthened, and placed under new management.

The Old Free Academy of New York, the origin of which has been heretofore mentioned, and which several years after had received collegiate powers, and changed its name to the "College of the City of New York," had so grown that new premises were required, and the new buildings on St. Nicholas place, at One Hundred and Thirty-eighth Street, were built, and were formally opened on May 14, 1908.

On May 30, 1908, the body of George Clinton, the first governor of the State of New York, arrived in New York, arrangements having been made for its removal from the city of Washington to Kingston, New York, where the two hundred and fiftieth anniversary of the settlement of Kingston took place on the 31st instant. The body was received in New York City with appropriate honors and forwarded to its final destination.

In 1908 occurred another presidential election, William H. Taft for President, and James S. Sherman for Vice President, being the candidates upon the Republican ticket, and William Jennings Bryan for the third time was the Democratic nominee, with Jacob S. Kern, of Indiana, as his running mate. The Republican ticket was elected; and Charles E. Hughes was also a successful candidate, reelected to the office of governor of New York, which he resigned to take effect in October, 1910, having been appointed associate justice of the Supreme Court of the United States.

In 1909 occurred several centenaries, notably those of Abraham Lincoln, Edgar Allan Poe, Charles Darwin and Alfred Tennyson, all of which were celebrated in New York.



On March 13th, news came from Palermo, Sicily, that Lieutenant Petrosino had been assassinated in that city, presumably by the members of what is known as the "Black-hand Society." This was an association of Italian criminals, many members of which had found their way into the United States, and believed to be responsible for many murders and other atrocities. The usual method of the Black-hand was to send threatening letters to some person supposed to be wealthy, usually of their own nationality, threatening death, the abduction of some child, or some atrocity, in case of non-compliance with their demands for money. Lieutenant Petrosino had been untiring in the work assigned to him of the detection and punishment of members of this murderous society, and was in Italy in pursuance of his official duty, when he was assassinated. His body was returned to New York and committed to the earth with military honors.

An important event of the year was the opening, on March 13th, of the new Queensborough bridge, connecting New York, at Fifty-eighth Street, with Long Island City.

On July 6, 1908, Commander Peary, U.S.N., the arctic explorer, left New York in the steamer Roosevelt, on another polar expedition to the North, with an equipment which seemed to assure him success in reaching the North Pole. On September 1, 1909, a Danish ship touched at the Orkneys, in the North of Scotland, having on board Dr. Frederick A. Cook, an explorer who had left New York in 1907, who telegraphed from there that he had reached the North Pole on April 21, 1908, and had afterward undergone a winter of terrible privations in the frozen regions of the North. A few days afterwards he reached Copenhagen, where his announcement of the discovery of the North Pole was fully credited and honors heaped upon the explorer. On September 6th, however, Commander Peary, who had reached Indian Harbor, Labrador, on his return voyage, announced that he had discovered the North Pole, in April, 1909. A week later Peary sent another despatch, relating to the claim of Dr. Cook, declaring that Cook had not reached the North Pole, and immediately a controversy began over that subject. Dr. Cook arrived in New York City, on September 21st, and received an uproarious welcome. After that he lectured in various points of the country in regard to his discovery, publishing in serial form, in the New York Herald, what purported to be a narrative of his adventures in reaching the pole. Peary afterward arrived, and his accounts were so specific and so well attested, that there was practically no doubt about the fact that he had reached the North Pole. Still many, and probably a majority, of the people believed the story of Dr. Cook, on the strength of which he was awarded the freedom of the city by the Board of Aldermen, on October 15, 1909. Later dis-

coveries in regard to the doctor weakened public opinion, and his so-called records, which were sent to the University of Copenhagen, in December, were examined by that body, which found that they did not at all establish his claim. Before this decision was made, Dr. Cook and his family disappeared from view. So although it is undoubtedly true that Dr. Cook was somewhere in the far Arctic region at the time, his accounts of having reached the pole are thoroughly discredited. The scientific world now fully recognizes the claim of Commander Peary as the first discoverer of the North Pole.

In the municipal election, in November, 1909, the Democratic nomination was given to Judge William J. Gaynor, of Brooklyn, who had a long and honorable record as a jurist and a political reformer. The Republicans and several independent organizations had, previous to Gaynor's nomination, united in the selection of Otto H. Bannard, president of the New York Trust Company, as the fusion candidate for mayor. William R. Hearst, who had previously expressed a desire to support Judge Gaynor if he should be nominated on an independent ticket, declared himself against that gentleman, after he had received the Tammany nomination, and himself became a candidate for the mayoralty, making many speeches, principally directed against Gaynor. Judge Gaynor received over 250,000 votes, Bannard over 177,000, and Hearst over 104,000, so that Judge Gaynor was elected mayor, while for the other municipal offices, Mr. Bannard's running mates on the Fusion ticket were elected. Mr. Gaynor began his administration so much to the city's general satisfaction, that the attempt to assassinate him, by a discharged dock employee, in August, 1910, shocked the world. Fortunately he recovered from his wound.

One of the vastly important events of 1909 was the completion of the Pennsylvania Railroad terminals, so that an inspection train was run through under the Hudson River, from Harrison, New Jersey, to New York City, over the Pennsylvania Railroad tracks. This paved the way for the opening of regular train service over the Pennsylvania lines direct to Thirty-second Street and Seventh Avenue, New York, which began on September 8, 1910, trains now running into the magnificent new terminal station of that company.



*McKim, Mead & White, Architects*



TRINITY BUILDING

Francis H. Kimball, Architect

## NEW YORK HARBOR AND THE HUDSON RIVER THE HUDSON-FULTON CELEBRATION

As a harbor and commercial centre New York possesses unsurpassed advantages of situation. It is located in latitude  $40^{\circ} 42'$  north, and longitude  $70^{\circ}$  west of the Meridian of Greenwich. The rocky island of Manhattan rises abruptly from the waters of a landlocked harbor, upon whose broad surface might float the combined navies of the world.

About eighteen miles south of the Battery begin the entrance channels to the Lower Bay: the South, Main, Gedney and Ambrose Channels, the latter only completed about 1907, and being the deepest of all, and used by the greatest of the modern "leviathans of the deep." The Lower Bay is connected with the Upper Bay and Newark Bay by the Kills around Staten Island.

To the east of the island of Manhattan the East River connects the Upper Bay with Long Island Sound, which affords a route safely protected from the Atlantic for vessels bound from New York to the cities of Southern New England. On the north of Manhattan Island the Harlem Ship Canal connects the East and North (Hudson) Rivers.

At ebb-tide there is a depth of twenty-one feet of water on the outer bar between Sandy Hook and Long Island, and the tidal wave rises and falls but six feet. The port is open to navigation all the year round, even when the Chesapeake and Delaware Bays are frozen over.

The Lower Bay has eighty-eight square miles, and the Upper Bay fourteen square miles of anchorage, a total of 102 square miles. The water front of the city has been greatly improved for the purposes of a harbor by its great system of jetties and docks. There is a total of 478 miles of water front and seven hundred miles of wharf room.

To the interior stretches the Hudson River, navigated by some of the finest vessels that ever floated on inland waters, and connected for freight purposes by the great canals which, before the railroad became a fact, had been opened to form a line of traffic communication between the great lakes and the Atlantic Ocean. Of the Erie Canal the Legislature authorized the final survey on April 13, 1806; work was begun at Rome, in Oneida County, July 4, 1817, and the first boat, the Seneca Chief, left Buffalo October 26, 1825, and arrived in New York City November 4, 1825. The second of the canals of importance is the Champlain Canal, begun in November, 1817, and opened September 10, 1823. It connects Lake Champlain with the Hudson River and the Erie Canal. Many other canals in the State add their quota to the traffic which has its southern terminus in New York City.

When Hudson came through the Narrows and crossed the broad Upper Bay, his first idea was that he had found the passage to Cathay, that had been the dream of the adventurers from the days of Columbus. He missed Cathay, but found a greater land. His voyage up the Hudson has been fully described, from his own narrative, in the first part of this volume, and that river was the most important discovery of his voyage. It was that river, with the possibilities that it opened for trade with the aborigines, that made his discovery especially valuable to civilization, and that caused the settlement of New Netherland a decade later. The commercial Dutch, fully alive to the value of waterways as trade thoroughfares, founded the settlement which has expanded to the present New York, because of the usefulness of the river as a business highway. The historic importance of Hudson's discovery has never been questioned, and the proposition that there should be a tercentenary celebration of the discovery held in 1909 was, therefore, a most appropriate one.

It was not the tercentenary of the city, but of the river, for the city was not founded for several years after the Half-Moon sailed up what Hudson called the "Groot Rivier" or Great River. Even that was not its first name, for the respective Indian tribes, which were very numerous, whose villages lined its shores, each called the river by their individual tribal names, as the "Shatemuc," "Mohican" and "Cahohatatea." The first Dutch settlers named it "Mauritijs" in honor of Prince Maurice of Nassau, then at the head of the United Netherlands, while the English, in the earliest maps of the region made by them after the discovery, indicated it in those maps as "Hudson's River," that being the basis of their rather shadowy claim to the region, because Henry Hudson, though at the time master of a Dutch ship, was an Englishman. After English sovereignty was established the name "Hudson River" became the permanent one. From the first, however, both under the Dutch and the English, the residents of the City of New York have, to this day, used the alternate name of "North River" almost as frequently as the proper name of that great stream, because the stream or strait on the other side of the island is named "East River."

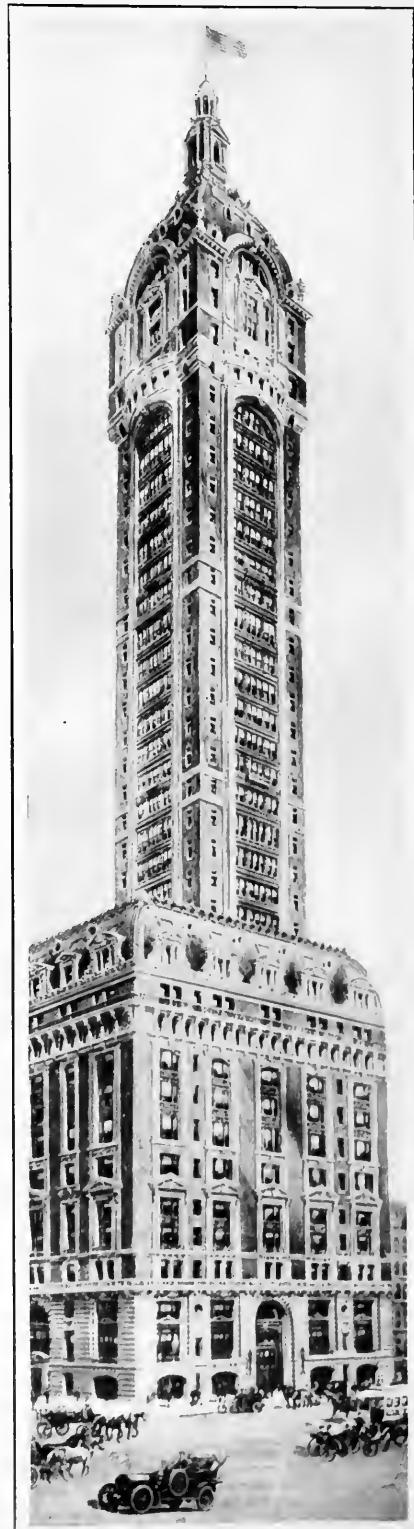
The proposition that there should be a great celebration commemorative of the three hundredth anniversary of the discovery of the river by Henry Hudson was made as far back as 1901, by Eben Erskine Olcott, and at that time and afterwards, by communications to newspapers and by personal advocacy, he impressed his views upon people of influence. In 1902 he called together a number of prominent citizens at an informal dinner at the University Club, where the first discussion of plans for the proposed celebration took place.

Meanwhile there was developed a desire to properly celebrate another event connected with the Hudson River, scarcely second in importance to the

original discovery of the river itself, and even more general and international in its bearing, this being the centenary of steamboat navigation, beginning with the successful voyage of Robert Fulton's Clermont in 1807. This, too, was a proposition so full of merit and desirability that it appealed to a large number of people as favorably as did the proposition to celebrate Hudson's discovery. It did not seem possible, however, to properly honor both events on two separate occasions so close together as 1907 and 1909, and for this reason it was finally decided to merge the two anniversaries in one celebration, the planning and execution of which was finally accomplished by the appointment, by the governor of the State of New York and the mayor of the City of New York, of the Hudson-Fulton Celebration Commission, which was incorporated in 1906. Before it came to this point there had been much effective and patriotic preliminary work, first by Mr. Olcott, the original proposer, and afterward by other gentlemen in association with him, leading up to the final organization of the commission.

During the first two hundred years in the history of the Hudson River there was comparatively very little change in the method of its navigation. Prior to the historic period the Indians had navigated it with their bark canoes, but the white men who came used sails, as well as oars, in traveling up and down the river, after the first trip of Hudson's Half-Moon. The navigation of the river increased in volume, and the vessels used showed some improvement in construction, but it took the invention wrought out by Fulton's genius to give new life to the commerce, first of the Hudson River, and afterward of the world.

The earliest steamers on the Hudson were very crude in design, but the problems of steam navigation have largely been worked out



first on that stream; and it is on the Hudson River that navigation as applied to inland waters has reached its highest development. To Commodore Alfred van Santvoord, more than to any other man since Fulton, is due the wonderful development of the Hudson River as a highway of travel. To him is due the transition from the old-fashioned, uncomfortable, dingy and unsightly steamers of the early day, to the magnificence of the modern floating palaces, like the Hendrik Hudson and the Robert Fulton, representing the highest ideal of art and beauty as applied to naval architecture. On these steamers one may now travel with the utmost speed, comfort and luxury, while viewing the beauties of the "very good land to fall in with, and pleasant land to see," which so delighted Henry Hudson three hundred years ago.

The scenic beauties of the Hudson have been extolled by travelers from Hudson's day to this, and while Manhattan Island has had a wonderful transformation from the hilly forest that Hudson saw to the present wonderful city of lofty and sky-scraping buildings, the reaches beyond the city and northward to Albany are still scenes of beauty which make the Hudson justly regarded as a parallel and peer to the far-famed Rhine. Fortunately the spirit of conservation and scenic preservation has taken strong possession of the public mind in our day, and measures are on foot to preserve and accentuate the scenic attractions and historic memorials of the Hudson. The new project of the Great Highland Park, now made certain by act of the Legislature, is one of these most worthy measures.

The Hudson-Fulton Celebration Commission was composed of more than seven hundred prominent citizens of the State of New York, among whom were included, *ex officio*, the mayors of the forty-seven cities of the State, and the presidents of thirty-eight villages along the Hudson River. The joint interest of the State of New Jersey in the celebration was recognized by Governor Hughes by the appointment of fifteen citizens of New Jersey among the members of the commission. The expenses were paid from a State appropriation and a large private fund.

The officers of the commission were: General Stewart L. Woodford, president; Herman Ridder, presiding vice president; Andrew Carnegie, Hon. Joseph H. Choate, Major General Frederick D. Grant, U.S.A., Hon. Seth Low, J. Pierpont Morgan, Hon. Levi P. Morton, Hon. Alton B. Parker, John E. Parsons, General Horace Porter, Hon. Frederick W. Seward, Francis Lynde Stetson, Hon. Oscar S. Straus, William B. van Rensselaer, and General James Grant Wilson, vice presidents; Isaac N. Seligman, treasurer; Colonel Henry W. Sackett, secretary, and Dr. Edward Hagaman Hall, assistant secretary.

The celebration was broadly planned and was executed upon the largest and most generous scale. The two events to be commemorated were recognized as being local in only a very restricted sense. The discovery of Hud-

son and the invention of Fulton were of world-wide significance, and all the nations were therefore invited to participate in the proceedings, and responded by sending some of their greatest fighting ships to take part in the great naval parade which opened the two weeks of pageantry.

The date of the celebration was set for the two weeks from September 25 to October 9, 1909, the principal events during the first eight days occurring in Greater New York and upon the Hudson River opposite the city. In the following week the celebration continued at the Hudson River cities from Yonkers to Troy.

The opening day, Saturday, September 25th, witnessed the most imposing display of vessels ever gathered in the harbor of New York, or in this country, and never excelled in diversity in any place, or on any occasion, in history. Holland, with due realization of the important connection of the Netherlands with the history of New York, and whose flag was the first to fly over the waters of the Hudson, had gone to great pains to produce a replica of the Half-Moon, which became one of the two leading features of interest of the entire celebration, the other being an exact reproduction of the Clermont, with which Fulton revolutionized the entire art of navigation and began a new epoch for the commerce of the world.

In the Naval Celebration, flying the flags of all of the great powers as well as those of numerous countries of lesser importance, was collected what was probably the greatest fleet of war vessels that was ever mobilized. The naval vessels anchored at convenient distances apart, midstream of the North River, extending from Forty-second Street to a point above Spuyten Duyvil, numbering about one hundred sea fighters.

The ranking officer of the Naval Celebration was Sir Edward Hobart Seymour, G.C.B., admiral of the British Fleet, which was represented by the flagship Inflexible, largest of the warships assembled in the river, the Drake, the Duke of Edinburgh, and the Black Prince. Germany also sent four of her great vessels, the Bertha, Bremen, Dresden, and Viktoria Luise, the latter being the flagship of Grand Admiral Von Koester. France, Italy, Holland, Mexico and Argentina were also represented among the warships, while the American Fleet was under the general command of Rear Admiral Seaton Schroeder on the battleship Connecticut (flagship).

Besides the war vessels more than one thousand other craft, including steamboats, private steam yachts and tugs took part in the parade, which formed at about one o'clock in the afternoon at a point midstream, between St. George, Staten Island, and Bay Ridge. Previous to the formation of the parade, beginning about 10.30 a. m., the Half-Moon and the Clermont, accompanied by a part of its escort squadron, assembled in the Kill Von Kull and maneuvered along the Staten Island, Bay Ridge and Brooklyn shores, giving

opportunity to many thousands on Staten and Long Island to see these two most remarkable vessels. The Half-Moon, during the ceremonies of the day, was manned by a detail from the Netherlands' cruiser Utrecht. The parade of vessels, including all except the war vessels, was under general command of Captain Jacob W. Miller, chairman of the Commission Committee for the Naval Parade. It was divided into eight squadrons, as follows: First Squadron, seagoing and coastwise merchant vessels; Second Squadron, steamboats plying the inland waters of the United States, including ferryboats; Third Squadron, steam yachts; Fourth Squadron, motor boats; Fifth Squadron, tugs and steam lighters; Sixth Squadron, all sailing craft, and such other vessels as applied for anchorages, between Seventy-second Street and One Hundred and Thirtieth Street, Hudson River, during the ceremonies; Police and Public Safety Squadron, police, wrecking, fire and hospital boats; Escort Squadron, Half-Moon, Clermont, naval militia vessels, steam launches, cutters, small boats and government craft, such as torpedo boats and submarines detailed by the United States naval authorities; Patrol Squadron, United States revenue cutters and other government, State, municipal or private vessels, ordered or authorized by the secretary of the Department of Commerce and Labor; Scout Squadron, fast steamers and motor boats to act as dispatch vessels under orders from the commanding officer of the naval parade. An incident of the parade which was not on the program was the collision between the Half-Moon and the Clermont, which while it caused no damage, led to the attachment of a tug to the Half-Moon, to take it to the reviewing stand at the foot of One Hundred and Tenth Street, its arrival there being greeted by a salute in which all of the great fighting vessels participated, which was beyond question the greatest cannonading ever heard in New York harbor.

It is said that this celebration brought to New York the largest crowd that ever was within its borders, including one million out-of-town visitors. This estimate is on the basis of reports from the hotels, which entertained six hundred thousand of these visitors, while it is doubtless true that at least two-thirds as many were either entertained in private houses or came early in the morning and left at night.

A large part of the parade was repeated at night with the added feature of illumination of the ships, while the river was made still more brilliant by a great elevated battery of forty searchlights of five hundred thousand candle-power each, which played up and down the Hudson from early dark till after midnight.

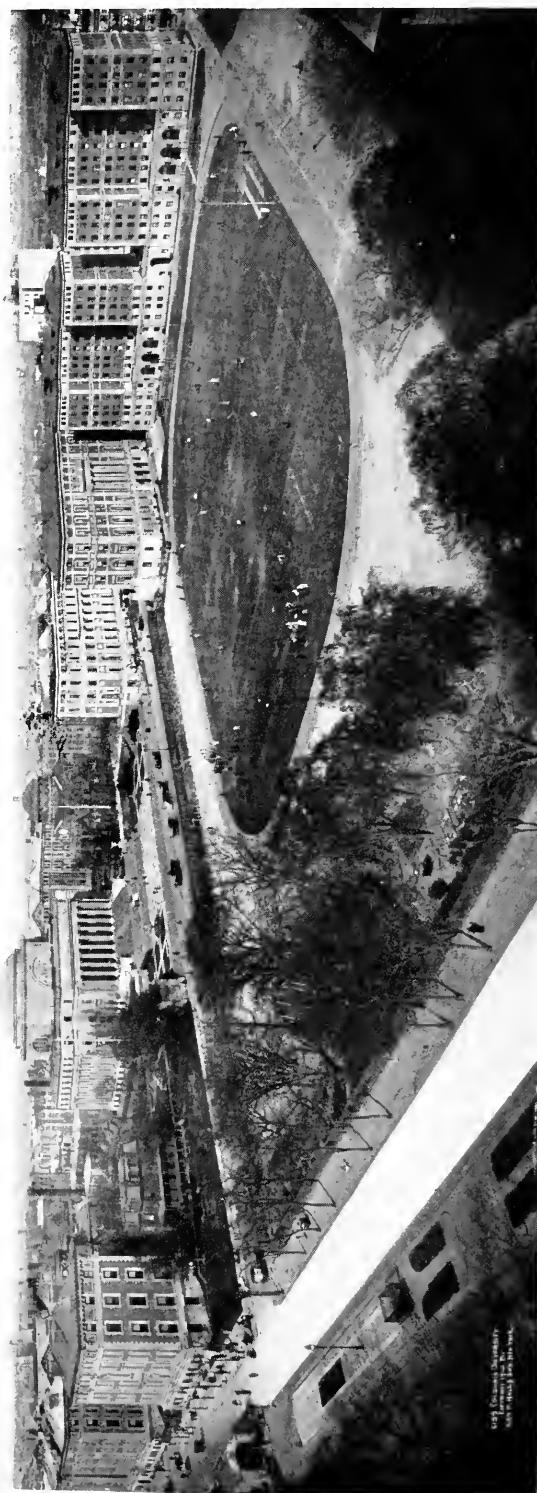
The display of vessels in the day parade was especially significant when compared with the Half-Moon and the Clermont. Viewed from the river, from the deck of one of the steamboats participating in the parade, the impression of progress was especially emphatic; for the great liners at their

piers and docks, on each side of the river, were all bedecked for the occasion, and the display of bunting was the most profuse that was ever collected at one time in any place in the world. The parade represented the entire space of time and progress from Henry Hudson's Half-Moon to the giant dreadnaught Inflexible, and from the puny Clermont to the mammoth Cunarder, the Lusitania. The illumination of the ships at night was a wonderful spectacle, the great Inflexible as well as ships of the German and American navies being outlined in myriads of electric lamps.

A feature of the celebration which extended through the first week from Saturday to Saturday, inclusive, was the brilliant illumination of the city, which exceeded in magnificence anything which has ever been attempted at any place in the world, including not only the illumination along the river, but also along Broadway and other business thoroughfares, and along the line of march of the various land parades which were held several times during the week beginning Monday, September 27th. Especially brilliant was the Court of Honor, extending from Fortieth to Forty-second Street, in an artistic design which covered the entire roadway at that point with a blaze of lights.

In connection with the celebration there were several exhibitions, including displays representative of the history of the city during three hundred years, made at the American Museum of Natural History, the Brooklyn Institute, the American Society of Mechanical Engineers, and the College of the City of New York, and the art exhibition in the Metropolitan Museum of Art, consisting of pictures of the early Dutch and Flemish schools and other pictures representative of historical subjects.

On Monday, September 27th, there was given, in the Metropolitan Opera House, a formal reception to the visitors to the city, presided over by General Stewart L. Woodford, president of the Hudson-Fulton Celebration Commission, and begun with an address of welcome by Mayor McClellan to the guests. Among the most distinguished of the guests were Admiral Seymour, Admiral Von Koester, Admiral Le Pord, of the French fleet; Jean Gaston Darboux, the French representative; J. T. Cremer, Dutch delegate; Youssef Zia Pasha, representative of Turkey; Señor Don Pio Bolanos, from Nicaragua, and Don Esteban Carbo, of Ecuador, as well as other representatives of foreign nations, who made brief responses to the welcoming speech of the mayor. From the Kaiser, Admiral Von Koester brought congratulations, and commented on the fact that this was the first time that the celebration of a single city had been made an international festival. One of the most interesting features in connection with this reception was the presence of the venerable author of the "Battle Hymn of the Republic," Mrs. Julia Ward Howe, who read an original poem, written for the occasion, which related to the achievements of Hudson and Fulton. Other features of that day (Monday) were the



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dedication of Palisades Park by Governors Charles E. Hughes, of New York, and Franklin Fort, of New Jersey; and the laying of the corner stone of the monument to Henry Hudson, at Spuyten Duyvil, by Governor Hughes, with an appropriate address. In the afternoon four hundred officers of visiting warships were entertained on Governor's Island, by Major General and Mrs. Leonard Wood.

The Historic Parade of Tuesday, September 28th, was a brilliant and inspiring pageant. The line of march extended from One Hundred and Tenth Street at Central Park West, south to Fifty-ninth Street, thence east to Fifth Avenue, and south to Washington Square. Participating in the parade were nearly twenty thousand people, for the greater part in costume, and there were fifty-four floats, representing the history of New York City and the surrounding country in four periods: Indian, Dutch, colonial and modern. The modern division, however, brought the history down to no later events than the first Erie Canal boat and the introduction of Croton water into the city. The pageant was led by Mayor George B. McClellan and Herman Ridder, chairman of the Carnival and Historical Parades Committee, accompanied by a platoon of police. On each of the three great parade days there was a detail of four thousand four hundred police to keep order along the line of march, along which the stands, the sidewalks, the windows, the parapets, and every available nook and corner from which a view of the parades could be obtained were filled with a crowd estimated to be in excess of two million people.

On Thursday was the occasion of the great Military Parade, which was unique in the history of parades in America because of the large representation of foreign forces in the line. Admiral Seymour, with his blue-jackets and marines, led the line of march, after the preliminary police platoon to clear the way, followed by detachments from the German, Netherlands, French and Italian fleets. After these came United States Coast Artillery, United States Marine Corps, West Point Cadets, Naval Militia, the National Guard, after whom came a small but interesting company of Argentine Cadets; and ending up the line of march, the Regulars in khaki uniforms. There were twenty-five thousand men in line in this parade, all excellently drilled, the German sailors and marines making the finest appearance among the foreigners, while among the American forces the West Point Cadets and our own Seventh Regiment were especially admired for the excellence and precision of their marching and evolutions.

On Saturday there was another parade, the Carnival Pageant, which occurred at night. It was brilliantly illuminated and was participated in by many of the civic societies and social organizations of the city, and in addition to brilliant costumes and a very large number of allegorical floats, was

conspicuous for its liberal use of lights, probably the most profuse ever used on a similar occasion.

On Friday, October 1st, the naval parade proceeded up stream, visiting points from Yonkers to Newburg, and on this up-river trip they were accompanied by the steamer Roosevelt, in which Commander Peary went to the North Pole, the commander himself, with Captain Bartlett, master of the vessel, being on board in the parade to Newburg.

The remainder of the celebration was all at up-river points, closing on October 9th. In the city, beside the special events enumerated, there were many others, notably aeroplane flights by Wilbur Wright and Glenn Curtiss, who, on Wednesday, September 29th, made ascents from Governor's Island, Mr. Wright especially making a trip which attracted much attention, because he circled several times around the Statue of Liberty. There were also local celebrations and parades in the Bronx and in Brooklyn Borough, and a large number of private receptions and festivities in which the foreign visitors were the honored guests.

The Hudson-Fulton Celebration was a valuable and educational enterprise, and did much to impress the people of the City of New York, and the many thousands of visitors to it, with the fact that the city has a history worthy of study, and has accomplished more in the way of municipal growth than ever did any other city in the brief space of three centuries.



*McKim, Mead & White, Architects*

ANOTHER VIEW OF THE NEW PENNSYLVANIA  
RAILROAD STATION

## GROWTH AND DEVELOPMENT OF COMMERCE TRANSPORTATION FACILITIES AND PUBLIC UTILITIES OF THE CITY

Commerce, in a new country, follows the line of least resistance, and the most obvious thing for the first white settlers of New Netherland to do was to trade with the Indians for the commodity which, when bought and shipped to Europe, would be most sure of a market. So that the settlement at the south end of Manhattan Island, which soon came to be called New Amsterdam, was first known as a shipping place in the fur trade.

Beaver skins were brought in by the Indians and continued to be the staple of export trade in the colony for years; yet the business was paltry in comparison with modern trade figures. Restrictions were placed upon trade by rules which the Dutch West India Company made for the purpose of securing a monopoly of the trade of its province, but at the best it was not possible to send many furs to the Netherlands, in the earlier days, for the ships available for the trade were scarce and infrequent, and few were of greater capacity than one hundred tons burden.

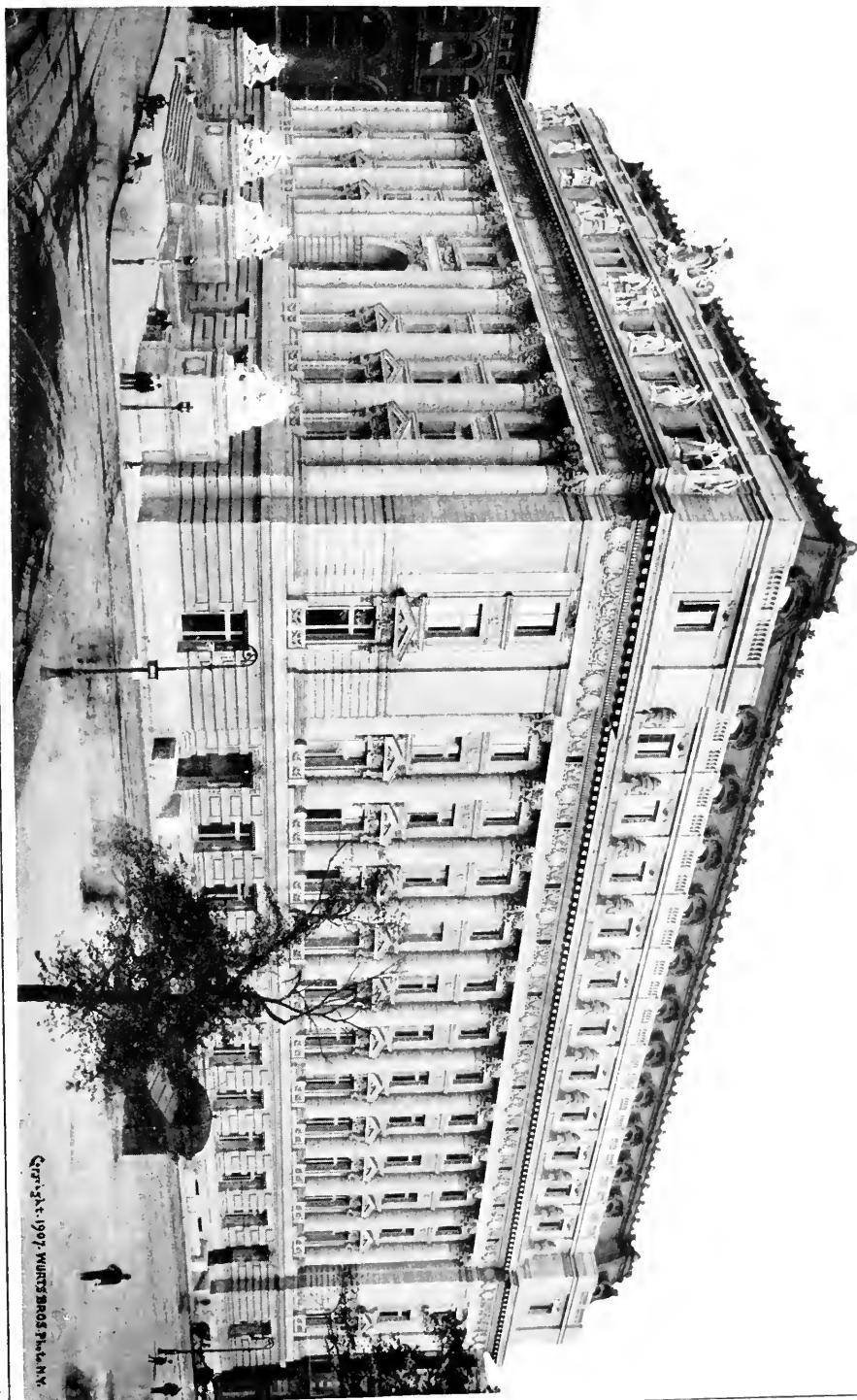
Supplies, except those procured from the Indians, came chiefly from Holland, although several privateers were in commission and occasionally brought in prizes of captured Spanish vessels. In 1643 a privateer owned in New Amsterdam brought in two Spanish prizes laden with tobacco, sugar and ebony.

The trade with the Indians was largely barter. Certain cloths, hatchets, knives and other articles of cutlery and hardware, as well as many trinkets, were readily accepted by the Indians. For use as money only wampum (white and black) was current until, during the administration of Pieter Stuyvesant as director-general, that governor made beaver skins current at eight florins (\$3.20), by an ordinance in 1657. Wampum still continued current, although from time to time ordinances had to be made, and proclamations issued by the governor, regulating the use of wampum, which on account of its increasing quantity, several of the merchants hesitated to receive. Even after the English occupation of the colony, wampum was legalized by act of the Assembly, November 7, 1692, which was followed by a proclamation of the governor, which fixed a table of exchanges, making six white wampums equal to three black wampums, three black wampums equal to one stiver, and twenty stivers equal to "one guilder or six-pence, current money of this province." Payments under ten shillings could be made in loose wampum, without any restriction, according to these tables of value, while sums of money amounting to more than £5, if paid in wampum, were not legal tender unless the

wampum was strung upon a thread, with a paper attached certifying the value of the wampum so strung. Between ten shillings and £5, loose wampum could be used, wrapped in paper packages containing not more than ten guilders or five shillings worth of wampum, in each paper, the value indorsed on the package and signed by the person paying. Even as late as October, 1671, an act of Assembly speaks of eight stivers in wampum as equal to two silver twopences, and four stivers as equal to one silver penny.

The persistence of wampum as currency was due to the fact that the Indians would not accept coin, and beaver remained an important article of commerce, which could only be procured from the Indians by the use of wampum as currency, or by merchandise as barter. It was also a great convenience to the settlers, clumsy as it was, for there was practically no money in the country in the earlier days, and at no time before the Revolution was there an adequate supply of coin for the purposes of commerce. So besides wampum, beaver skins were current at fixed prices, and the first order mentioning the currency of the province after the English occupancy was given by Governor Richard Nicolls, in February, 1665, which said: "The Payments for goods imported shall be paid as formerly in Beaver Pay at 8 guilders or 13sh. 4d. a Beaver." After being the principal currency of the country for approximately a century, wampum and beaver were finally deposed from their monetary elevation and various coins came into general use.

With the merchants coin was always acceptable. The absence of a settled currency, or an established coinage, was a great disadvantage, and while the supply was scant, it represented practically all nations of the world. One of the popular coins was the "Joachimsthaler," a coin issued by the Counts of Schlick, at the village of Joachimsthal in Bohemia, under authority of the emperor, Charles V, these coins being noted for their constancy as to weight and fineness, being of 451 grains, troy weight, and called by the Dutch "daalder," from whence came the English word "dollar," used for the same coin. These coins became very popular in all countries because their uniformity of weight and quality kept their value steady, and Charles V, who was also king of Spain, caused coins to be struck in the mint at Seville, containing four hundred grains of fine silver, to be the equivalent of eight Spanish reals. These coins, first known as "Seville pieces of eight," soon also came to be known, because of the design of two columns or "Pillars of Hercules," as "pillar dollars," and later, more commonly, as "milled pieces," or "Spanish milled dollars." The two pillars and a scroll forming the letter "s" upon these coins, were the origin of the "\$," which became the commercial sign for the piece of eight, and afterward for the United States dollar. The Spanish milled dollar was the most widely circulated coin of the later Seventeenth and Eighteenth Centuries. It was current all over South and Central America,



CUSTOM HOUSE

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Cass Gilbert, Architect

the islands of the Spanish Main, the colonies of North America, and the Orient, and so large was the coinage that few dates of the Spanish silver pieces are to this day rare enough to make them command a premium with the coin collectors.

After the Netherlands threw off the Spanish yoke there was coined in Holland a dollar of less value, which, from the device upon it, became known as the "lion dollar." A larger coin, a crown, issued by the Dutch province of Guelderland for trade in the East, bore a poorly executed copy of the same device, so crude that many mistook the lion for a dog, and it became popularly known as a "dog dollar." It weighed 462 grains. Other coins came into the colony, including Peruvian and Mexican dollars, all kinds of European coins, and, after the English capture, the English pounds, shillings and pence became standard. Dutch traders in the city and province kept their accounts in guilders, but when they supplied the government with goods they usually expressed the values in pounds.

When pirates began to make New York their home port, and especially during the term of Governor Fletcher, there was a large addition to the currency in the shape of Arabian gold. With the great diversity of coins was a disparity of valuation in the several colonies; and Governor Cornbury, in writing to the home authorities in England, complained that the piece of eight, weighing seventeen pennyweights, went for six shillings sixpence in New York and for seven shillings sixpence at Philadelphia, "so that no heavy money is to be found here."

The coinage of money was regarded by England and all other nations as a sovereign prerogative, and the right of setting and ascertaining the rates of foreign coins in the royal provinces in America was claimed by Parliament, which, in 1704, passed an act providing that in those provinces, after January 1, 1705, no "Seville, pillar or Mexican" dollar should pass over six shillings, current money, and that Peru pieces, dollars or other foreign silver coins, of whatever weight or alloy should be regulated according to weight and fineness in proportion to the rate fixed for the Seville pieces. This regulation proved disastrous to the trade of New York, for Pennsylvania, which was a proprietary colony, still valued the milled dollar at seven shillings sixpence and lighter money in proportion, so that New York was soon drained of its coins. Lord Cornbury and the Council being petitioned by the merchants, and finding their representations true, suspended the operation of the act and trade revived, but another thing which greatly hindered exchanges was the custom, very prevalent in the neighboring colonies, of clipping and filing foreign coins.

The Assembly tried to remedy matters by passing an act, October 8, 1708, fixing the value of pillar or Mexican dollars, not clipped or defaced, at

eight shillings, Spanish reals at ninepence each, double reals at eighteen pence and half reals at fourpence-half-penny; all defaced coins of these mintages at eight shillings an ounce; Peru whole and half pieces of eight at six shillings eightpence per ounce and lion dollars, not defaced, at five shillings sixpence. This act, which required the royal assent to be valid, was vetoed, and the Lords of Trade, under an act of the British Parliament, issued a proclamation that the ounce troy should not pass for more than six shillings and tenpence farthing. The disputes continued, but violations of the restrictions were very common. The matters were finally adjusted by a decision of the New York Court of Chancery, which referred the matter to Cadwallader Colden as master, and adopted a report submitted by him December 11, 1724, fixing the rates of the foreign coins current in New York at six shillings for Seville, pillar and Mexican dollars, and other coins at proportionate rates.

The Spanish real, valued at fourpence-half-penny English, was for a long time the smallest coin current. Governor Hunter called attention to the need of copper coins in 1715. In 1722, William Wood, of Wolverhampton, England, having by bribery of the Duchess of Kendal, one of the mistresses of George I, secured a royal license to do so, began the coinage



THE METROPOLITAN BUILDING

of tokens of a composition he had invented, of which twenty ounces avoir-dupois were to contain one pennyweight troy of virgin silver, fifteen ounces avoirdupois of fine brass and the remainder "linek" (spelter). He made half-pence, pence and twopences of this composition, for Ireland, but such disturbance was created there that the privilege for Ireland was recalled in 1725. Wood continued, however, to make for America his "Rosa Americana" pennies, half-pence and farthings of the same composition until 1733, when he quit coining them because there was no demand for them. They were well made, but the quality of the metal was so base that they met with little favor, and Wood was accused of "having the conscience to make thirteen shillings out of a pound of brass."

Merchants imported regular copper coins from England, which passed current at twice their English value, a half-penny passing for a penny, and as this made the importation profitable, the copper half-pence became very plentiful. In 1838 the Assembly passed a law to prevent the further importation of copper money, which made it a felony to bring into the colony more than ten shillings at a time. This law did not prevent importation, for the copper coins continued to increase in number until, in 1754, the merchants agreed not to receive or pass copper half-pence at any other rate than fourteen to the shilling. A mob assembled in protest against this action and a riot seemed imminent, but prompt action of the authorities prevented disorder.

Numerous private tokens were current from time to time, including, as one of the first, a coin with an eagle on one side and on the other the words "New Yorke in America," said to have been struck in Holland about 1705, in lead, brass and tin. Copper tokens made in New Jersey were in use at various times, many pieces which were made of baser metal to imitate British half-pence, and other worthless tokens, made to imitate the New Jersey coppers.

Bills of credit issued by the Province of New York, for various purposes, entered into the currency during the administration of Governor Cornbury and later governors, but there were many counterfeits, until after the conviction and execution of Owen Sullivan for the offense in 1754. In 1771 the colony issued forty-four thousand bills, in denominations from ten shillings to ten pounds, printed by Hugh Gaine, which was the last colonial issue. The signers of this issue were Theophylact Bache, Samuel Verplanck, Henry Holland and Walter Franklin. Although these bills contained the legend, "'Tis death to counterfeit," many counterfeits did, in fact, appear. During the Revolutionary War and afterward issues of New York State bills were made in 1776, 1781 and 1786.

During the Revolution, New York City was for the greater part under English occupancy, and therefore had little to do with the Continental "shin-plaster" currency, which collapsed entirely.

After the treaty of peace with England there were numerous copper tokens issued by private parties, some of them very well executed, which passed current until such time as the national mint should be in operation.

There was an issue of corporation notes, dated December 26, 1814, to supply the need for small change, in denominations of one, four, six, nine and twelve and one-half cents.

“Hard-times tokens,” which passed as cents, were issued in several varieties in 1835, and war tokens of several hundred styles, appearing in the first years of the Civil War, also passed as cents to a considerable extent.

Though the money of New Netherland and New York was, as we have seen, an uncertain and fluctuating quantity, and an awkward medium of exchange, there was always an active trade going on except so far as the interference of the home authorities (Dutch and English) interposed restrictions. Even these did not always restrain, as we have seen in the accounts of piracy and illicit trade under Fletcher and the other predecessors of the Earl of Bellomont, and even his vigorous efforts to prevent these practices did not entirely end them.

Statistics of trade under the Dutch occupation are meager. It was stated that during the administration of Wouter van Twiller the exports to the Netherlands reached 134,953 florins (\$53,981), representing the value of 14,891 beavers and 1413 otters. There was from the first an inhibition of foreign trade for the merchants of New Amsterdam, but there was much smuggling, and the Chamber of Accounts reported to the West India Company a net loss to its revenues of five hundred and fifty thousand guilders.

In 1651 a discrimination of sixteen per cent. duty was ordered on all importations from English-American colonies into New Amsterdam, while exports from thence to those colonies were free of duty.

Flour was the first manufactured product of importance in the city. There was a town windmill in what is now Battery Park in Stuyvesant's time, and in 1678 Andros reported that about sixty thousand bushels of wheat were yearly exported. He also said that the English Acts of Trade and Navigation were not very well observed in the colonies for lack of means of enforcement.

There had been a considerable growth in trade in 1686, when Governor Dongan reported to the home government that New York and Albany lived wholly upon the trade with the Indians, England and the West Indies. The Indian trade, which had been at a low ebb when Andros reported, the French having secured its diversion to Canada, had revived under the arrangements which Dongan had wisely made with the Indians, which had induced them to bring their commodities to Albany. The Seneca Indians had brought ten thousand beaver skins there in 1685. There was a consid-

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HILLIARD BUILDING

erable export of "flour, bread, pease, pork and sometimes horses," to the West Indies, the returns from there being chiefly rum and molasses. To England the shipments were chiefly beaver and other skins, whale oil and some tobacco. On all products from Europe or the West Indies (except such part of the latter where the commodity was produced) which did not come direct from England, a customs duty of ten per cent. was collected.

Besides regular trade, privateering added to the gains of New York merchants, nearly all of whom were interested in one or more privateer ventures. During King William's War many of the old privateers had become pirates and buccaneers. They not only frequented New York and disposed of their booty here, but, being liberal spenders and givers, they met with every encouragement, including, in some cases, the personal friendship of Governor Fletcher. Bellomont, his successor, did much to do away with this scandal, greatly to the disgust of the merchants whose gains were reduced.

Among the instructions to Bellomont was one not to permit the other colonies to obstruct the trade of New York and Albany, or any innovations within the "river of New York," nor any goods to pass up that river without having paid duties at New York. He was also instructed to give due encouragement to the Royal African Company of England, which was a slave-trading company.

A monopoly of the bolting of flour and the baking of bread for export was given to a few leading merchants of New York, and retained by them over the strenuous objections of other towns in the province until the Assembly passed an act destroying the monopoly in 1694.

The trade of New York was further decreased after the beginning of Queen Anne's War with France and Spain, which lasted from 1702 to 1713, as it not only cut off the trade with France, Spain and Flanders, but also with the Spanish West Indies, which had been a large consumer of flour made in New York. Vessels bound from this port were in some cases seized by French privateers when scarcely out of sight of Sandy Hook, and the entire period of the war was one of reduced trade. The one branch of business which improved during that period was that in slaves, a slave market having been opened at the foot of Wall Street in 1710.

Successive governors had tried to impress upon the Lords of Trade the fact that, if encouraged, the Province of New York could supply the mother country with all kinds of naval stores, such as pitch, tar, resin, turpentine, flax and hemp, as well as with masts and timbers of all sizes, of excellent quality, but could get no encouragement until after the Peace of Utrecht, in March, 1713. Queen Anne died the following year and General Robert Hunter, then governor, again raised the question about naval stores, which resulted, not long after, in a considerable trade in those commodities, following

the immigration of the Palatines, who engaged in that industry as related in a previous chapter.

Massachusetts had far outstripped New York in population, and the trade of Boston was very much larger than that of the City of New York, but during Hunter's time there was a considerable increase of industry and trade, especially in shipbuilding, as it was during this period that William Walton established his large shipyards, which were located on the East River, above what is now the foot of Catharine Street. A report made by Governor Hunter, in 1720, speaks of a large trade in cargoes to England of tar, whale oil, and whalebone, as well as many other commodities, while flour, pork and other provisions were shipped to the West Indies, and horses to Surinam, Curaçoa and St. Thomas; but in spite of these new departments of trade the average of export to Great Britain for three years had amounted to only about £50,000 a year, while the imports from there were £16,000, the balance of trade being £34,000 in favor of New York. The vessels belonging in New York were small, and were mostly engaged in coasting and West Indian trade, and the shipping interest of New York, at that time, was less than that of any other of the colonies except Pennsylvania.

The commerce improved after that, both in the quantity of commodities sold and the places included in the trade of the city. A report of trade made by Governor Clarke showed, in addition to the usual imports and exports, a trade to Ireland in flaxseed and staves, and imports from there of linen canvas, while from the British colonies and West Indies were received rum, wine, lime, snuff, sulphur, straw plait, hides, deerskins, cochineal, negroes, mahogany and ebony. Exports to Continental Europe included grain, hides, elk and deerskins, ox-hams, Spanish snuff, logwood, indigo, cocoanut, foreign produce and lumber. From Europe and the English foreign settlements in America they received salt; from Africa, negroes (though less than formerly), and from Canary Islands and Madeira, wines. New York received from the north and south parts of the American continent cider, oil, blubber, hops, flaxseed, flax, bricks, sealskins, wrought tin, and brasier. Governor Clarke reported a falling off of imports from foreign plantations of molasses, rum and sugar, because of the duties laid on those commodities by the British sugar acts of 1733, amounting to four shillings per hundred weight on sugar, sixpence per gallon on molasses and syrups, and ninepence per gallon on rum. There were, however, imports from the foreign plantations of snuff, Spanish tobacco, indigo, logwood and other dye stuffs, cocoanuts, cotton and wool. There were exports of grain, beeswax and staves to Madeira and the Azores; to the English districts north and south of the Province of New York and the West Indies, provisions, chocolate, lumber and European goods; and to the neutral ports, St. Thomas, Curaçoa and Surinam, provisions, lumber and

horses with provender. This was a longer list of commercial exchanges than in any previous report. The same report said that the country people made their own homespun of wool and flax, and that there were manufactures of linseed oil, hats made of beaver fur, lampblack, and also reported establishments engaged in the industries of sugar-baking and refining, and two rum distilleries. These later institutions had increased to three in 1746, and to six in 1749, in which year there is also a report of the shipping registered in New York as 157 vessels, aggregating 6406 tons, navigated by 1228 seamen. There was a steady, though not very rapid, increase of trade for several years, until the passage of the Stamp Act, causing the nonimportation agreements of 1765, the effects of which, commercially and politically, have been fully set forth in a previous chapter.

During the Revolutionary period, as New York was for nearly the whole time in the hands of the British, the trade of the city was chiefly in the importing and selling of supplies for the use of its inhabitants and of the British Army, which had headquarters here; but there was very little traffic with up-river points, which were held nearly the whole time by the Patriot Army.

After the treaty of peace with England, New York began to develop its trade relations upon broader lines, freed from hampering restrictions, royal decrees, and navigation acts. There was a period during the war between England and France when the English Orders in Council, and the decrees of Napoleon, laid restrictions upon American trade with those countries; and the embargoes laid by Madison and Jefferson upon commerce also affected the trade in New York very seriously, as also did the acts of Great Britain in connection with the impressment of American seamen. But after the War of 1812 there was a rapid revival in the commerce of New York, to which the introduction of steam navigation, coastwise and oceanward, greatly contributed. The completion of the Erie Canal added enormously to the importance of New York as a commercial centre, and by the third decade of the Nineteenth Century, New York had passed Philadelphia and Boston and taken first place as a centre of commerce and navigation in the United States. In the fourth and fifth decades of the century came the development of the clipper ship, in which America outstripped the world, and extended the commerce of New York into all seas.

In another place in this volume the effect of the Civil War upon the maritime commerce of New York has been mentioned, and after the war New York never regained the place it had held as the registry port of ships engaged in foreign trade. But its commerce has steadily increased, although that with foreign countries is almost entirely carried on in foreign bottoms. The coastwise trade, however, which by law is restricted to vessels flying the American flag, has increased steadily.

The total merchandise imports of the United States for 1909, free and dutiable, aggregated a value of \$1,311,920,224, and of exports \$1,638,355,593. Of this total, \$779,308,944 imports were received at, and \$607,239,481 exports were shipped from the port of New York.

With the commercial supremacy of the city came also financial leadership, in which the precedence in New York on the American continent has long been indisputable, and its place in the financial world is second only to that of London. It would be impossible, within the scope of this history, to go with any pretense at detail into the facts connected with the development of New York's financial superiority. The metropolitan character of the city is in no direction more definitely fixed than in its preëminent rank as a financial and banking centre.

This might be illustrated in many ways, but perhaps in nothing more strongly than by a statement of comparative exchanges of the clearing houses of United States cities, the total clearings of all the clearing house cities in the country for the year 1909 having been \$158,559,487,500, while those for New York alone aggregated \$99,257,662,400, or about two-thirds of the whole. Compared with the three next largest clearing house returns, the amount for Chicago, which stood second, was \$13,413,973,100; Boston, \$8,232,092,100; and Philadelphia, \$6,615,109,300.

The New York Stock Exchange bears a relation of superiority in volume of business to the exchanges of other cities in America comparable to that shown in clearing house returns. There was established in 1792 a loose organization of twenty-four brokers of New York, who met under a cottonwood tree opposite 60 Wall Street and signed an agreement, the original of which is still extant, regulating rates of commission. The brokers thus organized held meetings irregularly at the Tontine Coffee House, at Wall and Water Streets, and it was not until 1817 that a more formal organization, as the New York Stock Exchange, was made. The first meeting place of the board was in the Merchants' Exchange, occupying a site which afterward became that of the New York Custom House, and is now covered by the building of the City National Bank of New York. It moved to Beaver and Wall Streets in 1853, and about 1865 to a building which occupied the site now covered by the handsome marble structure which is now its home. It is a voluntary association and is not even incorporated. The number of members is about eleven hundred, and the memberships, technically designated "seats," pass by sale and transfer from a member or his legal representative in case of decease. The seats in the exchange have sold as high as \$95,000. Its transactions are of enormous volume, covering all principal stocks and securities. For the year 1909 the amount of stocks handled on the exchange was 216,287,000 shares, and of bonds \$1,300,420,000.



NEW YORK STOCK EXCHANGE

Among the many influences which were potent in fixing the commercial destiny of New York the improvement of internal communication was a very important one, though outside of the river traffic to Albany there was not, except the close neighboring settlements in New Jersey and Long Island, any regular communication other than a horseback express to Boston, and the stage line to Philadelphia, until Clinton's wise policy created the Erie Canal, and with it communication by water with Buffalo and the Great Lakes.

The greatest impetus to trade after that came with the railroads, first with those of local importance reaching up into Westchester and other neighboring counties, and afterwards with the great trunk lines, of which the first to enter the city was the Erie Railroad, which was completed to Dunkirk on Lake Erie in 1851. It was chartered with the idea of being to the southern tier of counties what the Erie Canal had been to the northern counties. The road had been built under very great disadvantages, and its construction had been halted by financial troubles and a receivership, but, after its completion in 1851, it added very greatly to the trade of New York. This was the only one of the great trunk lines that was originally chartered as such, the other through systems each having been the result of consolidation of various local roads.

The second trunk line to be completed into the city was the New York Central and Hudson River Railroad, which was a consolidation of ten or more railroads, each locally organized between Buffalo and New York, and united into one system, November 1, 1869, by the consolidation of the New York Central Railroad and the Hudson River Railroad. It now comprises lines in New York, New Jersey, Pennsylvania and Massachusetts (including the West Shore Railroad), aggregating 3882.28 miles operated. What is known as the New York Central System extends beyond these lines to the West, including the Lake Shore and Michigan Southern System, the "Big Four" System, Michigan Central System, "Nickel Plate" Road, and many others, giving the New York Central connections, under the same general management, with Cleveland, Chicago, Detroit, Cincinnati, Indianapolis, St. Louis, and all the most important points of the Central West. The Grand Central Station, begun in 1869 and completed in 1871, was long the finest in the city; was remodeled in 1899, and taken down in 1910 to make room for the much larger structure planned to take its place, annexes to which, fronting on Lexington Avenue, had already been built for the accommodation of the general offices of the company. The electrification of the company's lines within a radius of twenty-five to thirty miles of the city is one of the most notable engineering works of modern times.

The Pennsylvania Railroad Company, the third trunk line to reach the city, was organized in its present form by the consolidation of the original

Pennsylvania Railroad, first opened from Philadelphia to Pittsburgh, February 15, 1854, with the United Railroads of New Jersey, which was a combination of five independent railroads in New Jersey, and became a part of the Pennsylvania Railroad in June, 1871, giving to that road a direct through line from Philadelphia to Jersey City, connected by ferries with the stations of the Pennsylvania Railroad in New York City. The great Pennsylvania System, which now extends to all the great centres of population and commerce in the middle States in the Mississippi Valley, has greatly increased its connection with the trade of New York by its wonderful enterprise in the building of its great tunnels under the Hudson and the East Rivers and under the City of New York, and the building of its magnificent terminal station at Seventh Avenue and Thirty-second Street in New York City. By its acquirement of the Long Island Railroad as part of the system this railroad company has given to Brooklyn and Queens Boroughs, as well as Manhattan, direct communication with all parts of the continent, and has secured control of the most complete terminal, yard and shipping facilities of any railroad entering the metropolis.

The Long Island Railroad Company was chartered in 1834, and was first built from Jamaica to Hicksville, but in 1844 had reached Greenport, which is at present the eastern terminus of its main line. It acquired much importance in that early day, because it formed the first railway mail route between New York and Boston, the mails then being transferred by steamboats from Greenport to the Connecticut shore. The company afterward acquired other lines on Long Island by purchase and lease, the system now comprising the Main Line from Long Island City to Greenport, 94.74 miles; Long Island City to Montauk, 115.13 miles; owned branches amounting to 106.48 miles; leased branches 63.75 miles; and the New York and Rockaway Beach Railway 11.74 miles, reaching all important points in Long Island, and possessing great value to New York, as the means of bringing to the metropolis the extensive farm products of the island, besides operating a valuable suburban service from New York to the numerous villages and seaside resorts on the island. This important system has become a part of the Pennsylvania Railroad with which it now has direct connection by way of the newly constructed tunnels under East River into the Pennsylvania Station at Seventh Avenue and Thirty-second Street, greatly increasing its usefulness and value.

The Philadelphia and Reading Railway and the Central Railroad of New Jersey, which is owned by the Philadelphia and Reading, together constitute another of the important railroad systems reaching New York, with tracks extending from Jersey City to many points in New Jersey and Pennsylvania, and is one of the favorite lines of travel between New York and Philadelphia, with hourly trains.

Through a traffic arrangement with the Philadelphia and Reading, the Baltimore and Ohio Railroad Company has an entrance into New York, having its own terminals at the northern end of Staten Island, and forming one of the most important commercial links between New York and the South.

The Delaware, Lackawanna and Western Railroad, which was organized first in 1853, gained an entrance to Jersey City and New York in 1868, by its lease of the Morrison and Essex Railroad, and by extending its lines to Buffalo and Oswego on Lake Ontario, it became not only a great coal road reaching the anthracite fields of Pennsylvania, but also a competitor of the Erie and other lines from points on the Northern Lakes for passenger as well as for freight traffic.

The West Shore Railroad and the New York, Chicago and St. Louis ("Nickel Plate") Railroad were both originally built as competing through lines to the West, but were afterward absorbed by the New York Central System.

In the early days of the city when all the people in New York lived in walking distance of the City Hall on Wall Street, the transportation problem was of no public importance, although the "people of quality" kept their private carriages. As the city grew, however, the question of means of conveyance between home and business assumed greater importance and led, in 1830, to the establishing of a line of stages, the first of which ran from Bowling Green to Bleecker Street. Rival lines were soon established and the stages became very numerous, each claiming to have the most elegant vehicles, which were given attractive names, such as George Washington, Lady Washington, DeWitt Clinton, Lady Clinton, and the like. The villages of Greenwich and Yorkville were the northern termini of some of these lines, and larger vehicles were soon demanded, to meet which demand omnibus lines were established.

The New York and Harlem Horse Railroad, the first of its kind in the world, was organized in 1831, and made its first trip from Prince to Fourteenth Streets on November 26, 1832, the line soon afterward being extended to Harlem Bridge. John Stevenson, who built the first tram car run on that road, established, in 1836, a large car manufactory in Harlem.

As the city grew the horse-car lines were extended in every direction, and although horse cars have been discarded in nearly every other important city in the world, a few still remain in New York, though whether they are retained as historical mementos or for some other reason does not seem to be very clear. By far the larger number, however, and all the principal lines, are now operated by electric traction, the wires of the systems being laid underground in Manhattan, while in the other boroughs the trolley system is in use. On several of the lines the cable system was used for several years,

but those roads were later electrified. There have been many changes in ownership of the lines in Manhattan, and at one time they were all combined under one management, giving the patrons the advantage of transfers between all the lines, but legal complications destroyed the combination and the lines reverted back to the old companies, so that many trips which could formerly be made with one fare now require two or more. Various improvements in service and convenience have been introduced during recent years, however, one of the most important being the pay-as-you-enter style of cars.

From the primitive conditions of the early horse-car days of Manhattan Island to the apparently insatiable demands for urban and interurban rapid transit of the present, marks a rapid and transforming change.

Given a water-bound city shaped like a flattened cone, with millions of people crowding the entire surface, the larger part of whom have to be carried daily by land to and from a very small area in its narrowest end; add to this other millions from outside the city who are being daily brought in various ways across the water to the same congested area, and there are presented transportation problems of the most difficult kind.

After the horse railroad made its initial success the lines multiplied and the roads became numerous. Many thought the business would be overdone, but when people found there was some way other than walking they began to spread out along these lines of transportation. The metropolitan growth was such that the transportation system never caught up with the constant demand for more. The wide end of the flattened cone—Manhattan Island—filled with people who loaded down the surface cars and found them all too slow, while beyond the Harlem lay a larger and wider territory waiting for means of transit to the growing activities of the lower end of the island.

The demand for rapid transit became loud and insistent. The surface being preempted, the solution seemed to be in elevated roads, for which the outcry began a year or so after the Civil War. Over forty plans were submitted to the New York Legislature in 1867. The system proposed by Charles C. Harvey was that which met the widest approval, and that inventor was granted permission to build an experimental track from Cortlandt Street, through Greenwich Street and Ninth Avenue to Thirtieth Street. The construction of this road was begun in 1867, and it was opened for operation in 1870, the cars being operated by an endless chain driven by stationary engines located at four different points along the line.

Operation by endless chain proved a failure, and the motive power was therefore changed, in 1871, to a dummy engine, the equipment in that year consisting of one dummy engine and three passenger cars. The road in that year passed into the hands of a new corporation, known as the New York Elevated Railroad Company.

In the session of 1871-1872 a charter was granted by the Legislature of New York for another elevated road, known, from its projector, Dr. Rufus H. Gilbert, as the "Gilbert" road, which was to be a pneumatic tube, suspended from lofty arches, the trains of which would be out of sight and practically noiseless. The pneumatic idea proving impracticable, the company planned to make the proposed tube without a top and construct a steam road through it, in which the train would still be out of sight of residents and those in the streets. Further thought seeming to make the trough seem of little value, it was decided to change the plan to that of a simple elevated steam railroad similar to that already in operation on Greenwich Street. Much public opposition and a very large amount of litigation followed the announcement of this change of plan.

The rapid transit problem was taken up by the Legislature in 1875, and the Husted Act was passed, providing for the appointment of a commission to decide if a system of rapid transit for New York was needed, and, if so, to establish the proper routes, such commission to be appointed by the mayor of New York. Mayor Wickham appointed to that commission Joseph Seligman, Lewis B. Brown, Cornelius H. Delamater, Jordan L. Mott and Charles J. Canda, who, meeting first on July 13, 1875, and continuing their work through the summer, reported in favor of steam railways upon Ninth, Sixth, Third and Second Avenues, assigning them to the Gilbert road and to the New York Elevated Railroad Company, which was then operating the little road on Greenwich Street.

Following the award of the commission the work of construction was renewed, although litigation and injunctions hampered progress, but the New York Elevated had, by 1876, so extended its road that it advertised that it was running "forty through trains per day" between the Battery and Fifty-ninth Street. Cyrus W. Field secured a controlling interest in that company in 1877, and under his executive initiative the road was rapidly pushed toward completion, especially after a decision of the Court of Appeals which declared constitutional the charters of that road and of the Metropolitan Elevated Railroad Company, and dissolved all the injunctions which had been issued against the two corporations.

The Metropolitan Elevated Road was the name chosen for the Sixth Avenue road, after it had passed from the control of Dr. Gilbert. It was opened from Rector Street to the end of Sixth Avenue, at Central Park, on June 5, 1878. The Third Avenue road was completed to Forty-second Street and opened on August 26, 1878. The two companies were consolidated in 1879 under the title of the Manhattan Railway Company. In 1880 the Second Avenue line was completed and opened to Sixty-seventh Street, and soon thereafter the four lines had reached Harlem.

The Suburban Rapid Transit Railroad Company built a road from One Hundred and Twenty-ninth Street, in Harlem, crossing a bridge and running through the villages of Mott Haven and Melrose to Central Morrisania, at One Hundred and Seventy-first Street and Third Avenue. This was acquired by the Manhattan Company in 1891 and extended to West Farms and Bronx Park, and now forms the elevated railway system of the populous and rapidly growing borough of the Bronx.

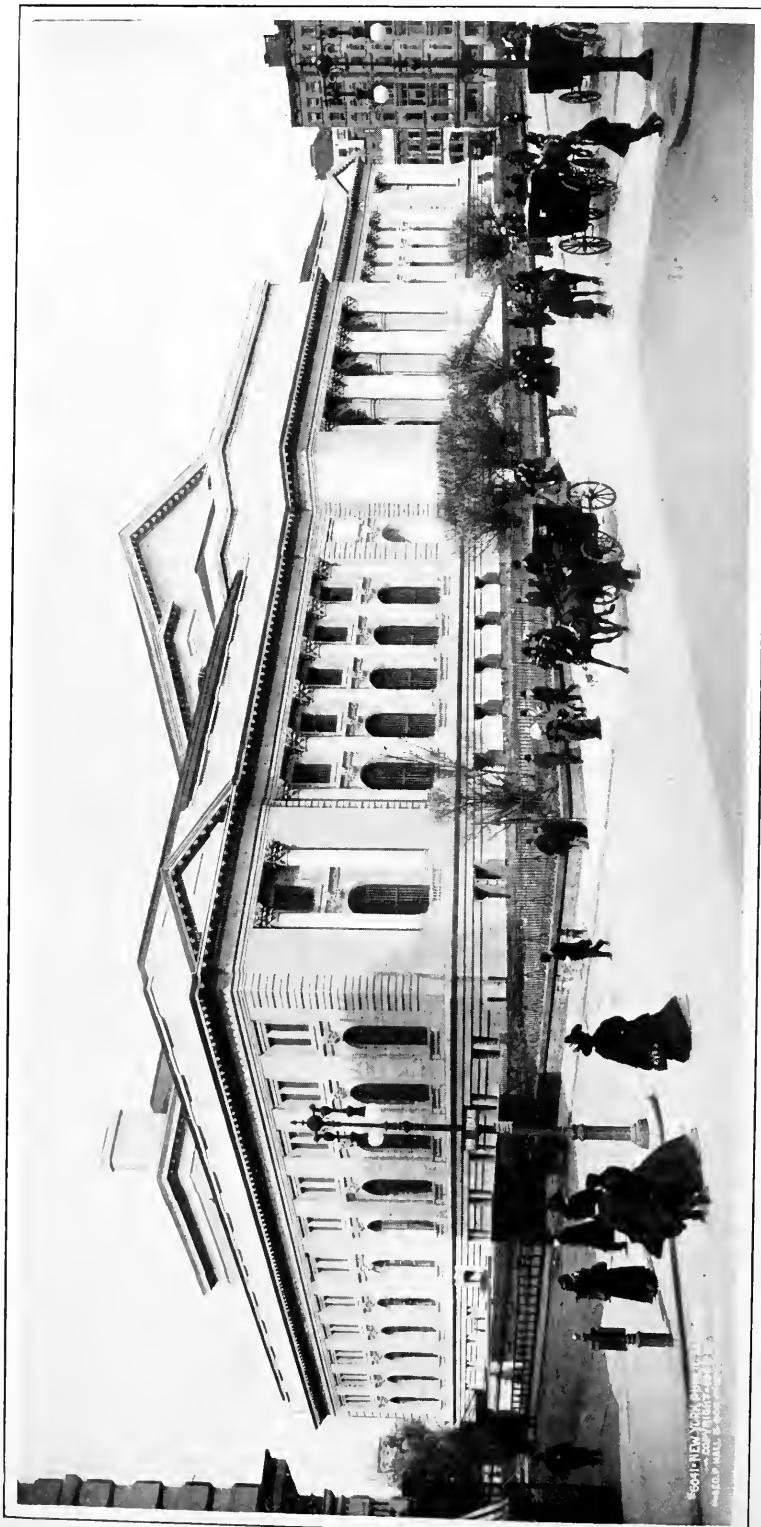
For the nine months ended September 30, 1872, during which period three and one-half miles of elevated railway line were operated, the total number of passengers carried was 137,446. The number became more than proportionately larger as the mileage of the line increased, even while steam continued to be used as the motive power. The elevated lines changed to electricity in the years 1902 and 1903, and since then the growth of the passenger traffic from year to year has been very great.

During the fiscal year ended June 30, 1909, the Interborough Rapid Transit Company operated thirty-seven and sixty-eight hundredths miles of elevated railway, with an equipment consisting of 916 motor cars, 675 trailer cars, and fifty-two service cars, a total of 1643 cars, with one main power station and seven substations necessary for the operation of the road by electricity, and carried 276,250,196 passengers. The number of employees in the service was 5634; the total amount paid in wages, \$4,121,896. The thirty-seven and sixty-eight hundredths miles of elevated railway line represent an investment of approximately \$96,000,000. The number of passengers carried by the elevated railroads for the fiscal year ended June 30, 1910, was 293,826,280.

The greatest move in the direction of rapid transit for New York was made by the creation of the subway system. Mention has been made in a previous chapter of the building of the first subway, and the completion of the railroad from City Hall to One Hundred and Forty-seventh Street, October 27, 1904.

The Interborough Rapid Transit Company, which has occupied and operated the subway from its inception, and which also acquired from the Manhattan Elevated Railway Company the elevated railroads, has thus controlled the entire rapid transit system of Manhattan and the Bronx since the autumn of 1904. From the opening of the subway for operation, October 27, 1904, to the close of the fiscal year, June 30, 1905, a period of about eight months, the number of passengers carried was 72,722,890, and the mileage operated was sixteen and ninety-six hundredths miles.

Since then a continuous policy of extension has been carried out. To the north the Broadway extension has been carried to the Yonkers line, and the line on Lenox Avenue branches off beyond One Hundred and



NEW YORK PUBLIC LIBRARY

Thirty-fifth Street, through a tunnel under the Harlem River, to West Farms and Bronx Park; while south from the Brooklyn Bridge station the line has been extended to South Ferry, between which station and Bowling Green a line branches off to the entrance of the East River tunnel, through which are run through trains to Brooklyn, at Atlantic Avenue, from which point extensions are planned.

For the fiscal year ended June 30, 1909, the total number of passengers carried in the subway was 238,430,146, and the mileage operated was twenty-five and sixty-three hundredths miles. The equipment, June 30, 1909, consisted of 514 motor cars, 309 trailer cars and thirty service cars, a total of 853 cars. The cost of the road and equipment was \$91,531,333. The number of employees was 3642, and the total amount paid in wages was \$2,735,790.

The subway was originally planned to carry four hundred thousand passengers per day, but during the fiscal year ending June 30, 1910, the average number of passengers carried daily was over seven hundred thousand per day, the total number of passengers for the year being 268,962,115. To accommodate increased travel there was inaugurated a systematic lengthening of station platforms along the entire system to admit of the use of longer trains, by which means an increased carrying capacity can be obtained.

The total number of passengers carried for the fiscal year ended June 30, 1909, by the Interborough System (elevated roads and subways) was 514,680,342; and for the fiscal year ended June 30, 1910, was 562,788,395.

The extension of the rapid transit systems of the city was, in the fall of 1910, engaging the attention of the city authorities, the Public Service Commission and the several companies identified with the problem of extending the transit facilities to the districts most needing them in the various boroughs.

Even more important than rapid transit to the Greater City is a sufficient supply of pure water. Reference has been made in a former chapter to the earlier service in this direction, and to the joyous celebration of the citizens of New York when the water supply from the Croton watershed was turned on. That system has since been frequently extended, but the most important of all of the arrangements made for securing a better and more adequate water supply for New York is involved in the new Catskill water supply project, which proposes to bring into this city a very large additional supply of pure mountain water from four distinct watersheds in the Catskill Mountains, to be developed in the following order: 1, the Esopus; 2, Rondout; 3, Schoharie; 4, Catskill Creek; with a total

estimated yield of about seven hundred million gallons daily. The cost of the project, including filtration plant and main delivery aqueduct to the five boroughs, is estimated at \$161,857,000. The water from the Esopus watershed, which has an area of 255 square miles, will be stored in the Ashokan reservoir, thirteen and one-half miles west of Kinston, which will be the main impounding reservoir, about twelve miles in length, with an average width of one mile, and a maximum depth of 190 feet, the reservoir water surface being 590 feet above the sea level, the submerged area covering twelve and eight-tenths miles and the capacity of the reservoir amounting to one hundred and thirty billion gallons.

The Rondout watershed, covering 176 square miles, will discharge its waters into the Lackawack reservoir, which will be connected by the Rondout aqueduct with the Catskill aqueduct eight and one-half miles below the Ashokan reservoir.

Schoharie watershed, with an area of 228 square miles, will store its waters in Prattsville reservoir, connected by a ten-mile tunnel, through the divide, with the Esopus Creek and the Ashokan reservoir.

The Catskill Creek watershed has an area of 163 square miles, and there will be several reservoirs along Catskill Creek, from the lowest of which an aqueduct will convey the water into the eastern extremity of Ashokan reservoir.

From the Ashokan reservoir the Catskill aqueduct, with a capacity of five hundred million gallons daily, extends ninety-two miles to an equalizing reservoir of nine hundred million gallons capacity at Hill View, in Yonkers, just across the New York City line, with a full water level of 205 feet above tide.

A filtration plant, sufficient to purify the entire Catskill Mountain supply, is to be constructed at Eastview, three miles east of Tarrytown. The plan, which has been under contemplation for many years, is now under construction and has been fully elaborated with means to extend the water system to all five of the boroughs.

The present water supply of Brooklyn is mostly procured from Long Island, west of Amityville, about one-fifth from the surface streams and the remainder from driven-well stations.

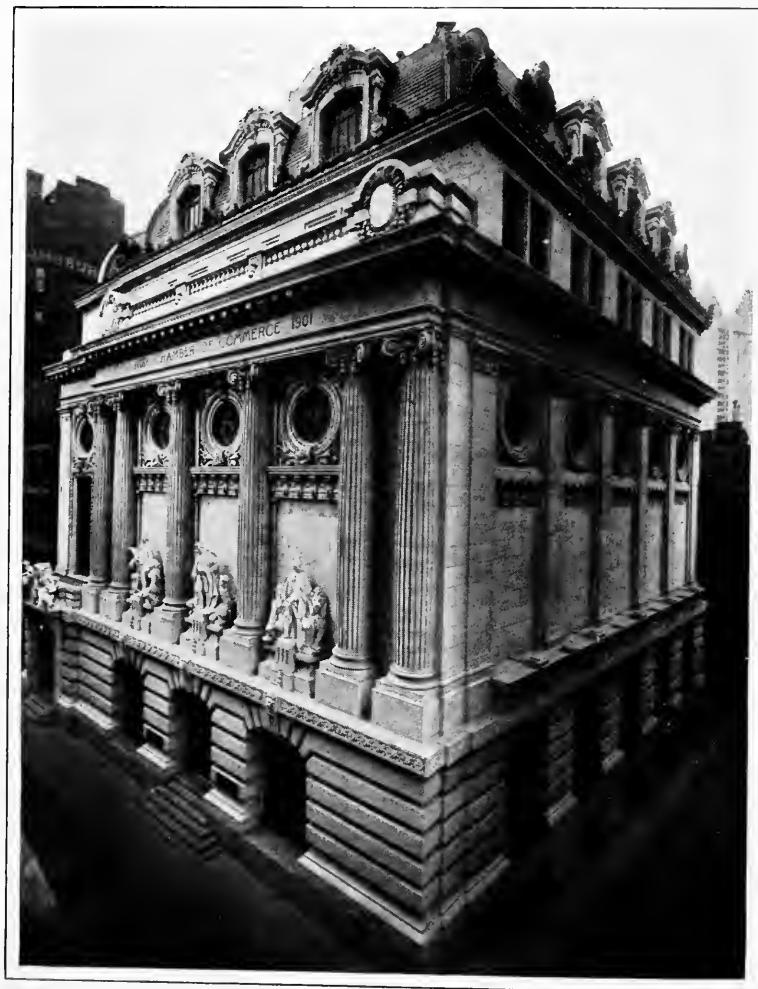
The lighting of a city, in our time, forms such a very important feature of its desirability for residence, that one of the present day can scarcely conceive what a town could have been like in the olden days, when candles and whale oil formed the only means of lighting, and yet we read, in regard to the celebrations of the Eighteenth Century, about "illumination" being part of the festivities of the people: when they lighted candles in their windows in honor of the King's Birthday.



TRINITY CHURCH FROM THE REAR

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The introduction of gas in New York City, in 1823, marked a wonderful change, although at first it was very limited, as the lights were poor as compared to those of gas as it is now made and used with the improved styles of burners that are now available.



NEW YORK CHAMBER OF COMMERCE

The first capital employed in the production of gas in this city was by the stockholders of the New York Gas Light Company, and the price for five or six years was \$10 per one thousand cubic feet. As late as 1860 the gas was sold at from \$2.50 to \$3.00 per one thousand cubic feet, and in that year the company supplied about thirteen thousand consumers and 3100 street lamps. Instead of selling by the thousand feet, the company charged so much per hundred feet. In 1847 the rate was seventy cents

per hundred feet, or only ten cents less than the rate now charged for one thousand cubic feet. In addition to that, there was the rent of the meters to be paid for, which averaged about sixteen cents per month, and, as the company owned the gas fixtures, various prices were charged for these, which frequently amounted to as much as the cost of the gas itself.

The New York Gas Light Company was originally situated at the corner of Centre and Hester Streets and at Canal and Hester Streets. In 1852 the company moved to its new works at Twenty-first Street and Avenue A, and in 1859 it had 496 cast-iron retorts under fire and had six holders of 1,500,000 cubic feet capacity. It is interesting to note that these six reservoirs, which in those days were considered extraordinarily large, did not have, combined, the capacity of the gigantic holder at Astoria. These holders were situated in Park, Roosevelt, Church and New Streets, but with the gradual demand for space for business purposes, they were removed to more remote localities. In the year previous to the beginning of the Civil War, the company had 120 miles of mains, and its business was confined to the territory south of Grand Street.

The Municipal Gas Company established a plant for the manufacture of water gas on West Forty-fourth Street, and after it had proved a success a number of modifications of it were promulgated. Up to about the year 1855, five candles to the cubic foot of gas burned per hour was regarded as a very good figure. To-day it is possible to get twenty-five candles when the gas is burned in a properly constructed mantle burner.

In 1859 and 1860 stove coal was worth about \$5.00 per ton; and coke from the gas works was a popular fuel in their vicinity. Carts delivered it at \$2.50 per chaldron. It was also sold by the bushel, but the consumers had to go to the gas works to get it. During the winter season the gas holders of the New York Gas Light Company were charged with coal tar in the cups, in order to prevent them from freezing, and it was not until 1865 that tar was displaced by the use of steam—a method that has been maintained from that day to this.

A very important forward stride was made by the discovery, in 1868, of the value of the by-products of coal tar and ammonia. The actual and practical making of water gas, although it had been pronounced to be successful years before, did not really begin until 1875, in the West Forty-fourth Street works, under the management of William H. Bradley, now the chief engineer of the Consolidated Gas Company of New York, who saw the possibility of the water-gas system as invented by M. Tessie du Motay; and while the inventor had at no time made a success of it, it began to flourish immediately after Mr. Bradley took hold of it, and applied his knowledge and experience to its manufacture.

New York was the third city of the Union to have a gas works, having been preceded by Baltimore and Boston. The franchise in this city was granted May 12, 1823, with the specification that the gas was to be of a quality, brilliancy or intensity equal to the gas in use for the public lamps in the city of London, England. These public lamps were furnished at a price equal to that charged for the sperm oil lamps which they superseded. The company operated south of Grand Street, and ten years after its formation, a franchise was granted to the Manhattan Gas Light Company, to operate north of Grand Street.

Under the original arrangement with the city, the provision which had previously applied to the sperm oil city lamps, that they should not be lit on the nights when the moon shone, also applied to gas lamps; but in 1853, the "moonlight schedule" was abolished and the hours of lighting increased from 2300 to 3833 per year, and in that year, for the first time, the gas lamps exceeded the oil lamps in number.

In 1855 a third franchise was granted to the Harlem Gas Light Company to operate north of Seventy-ninth Street. In that year the population of the old city of New York was 813,000. There were 13,443 street lamps and the annual cost of lighting them was \$400,000. In 1858 the Metropolitan Gas Light Company received a franchise for the district between Thirty-fourth and Seventy-ninth Streets. They did not supply street lamps until 1864, at which time about three thousand lamps of the Manhattan Company were transferred to the Metropolitan Gas Light Company.

In 1863 the combined capitalization of the gas companies in New York City was \$7,900,000. In the year 1870 the population had increased to 950,000, and another corporation, the New York Mutual Gas Light Company, was formed. After that the Knickerbocker Gas Light Company was organized, which supplied private consumers only. In 1899 the Consolidated Gas Company of New York acquired control of all the existing corporations, with the exception of two small companies, supplying outlying sections in the borough of the Bronx, and later the company also came into the control of the electric lighting companies.

At the present date (1910) about eighteen million cubic feet of gas are consumed each day. The stupendous total of eight hundred and ten thousand tons of coal and ninety thousand gallons of oil are required to furnish gas for one year to the consumers in the boroughs of Manhattan and the Bronx. This furnishes a gas of twenty-two candle power, of higher grade than is furnished in any other American city. It requires 20,750 cars to transfer the coal, each car carrying forty tons, which means a train 127 miles long. When this coal and oil is transformed

into gas, it is carried under the surface of the avenues and streets of the boroughs of Manhattan and the Bronx, through 1742 miles of mains, and nearly one thousand miles of service pipes. The mains have increased in size with the growth of the city, until now a part of the system includes a main sixty inches in diameter, the largest gas main in the world.

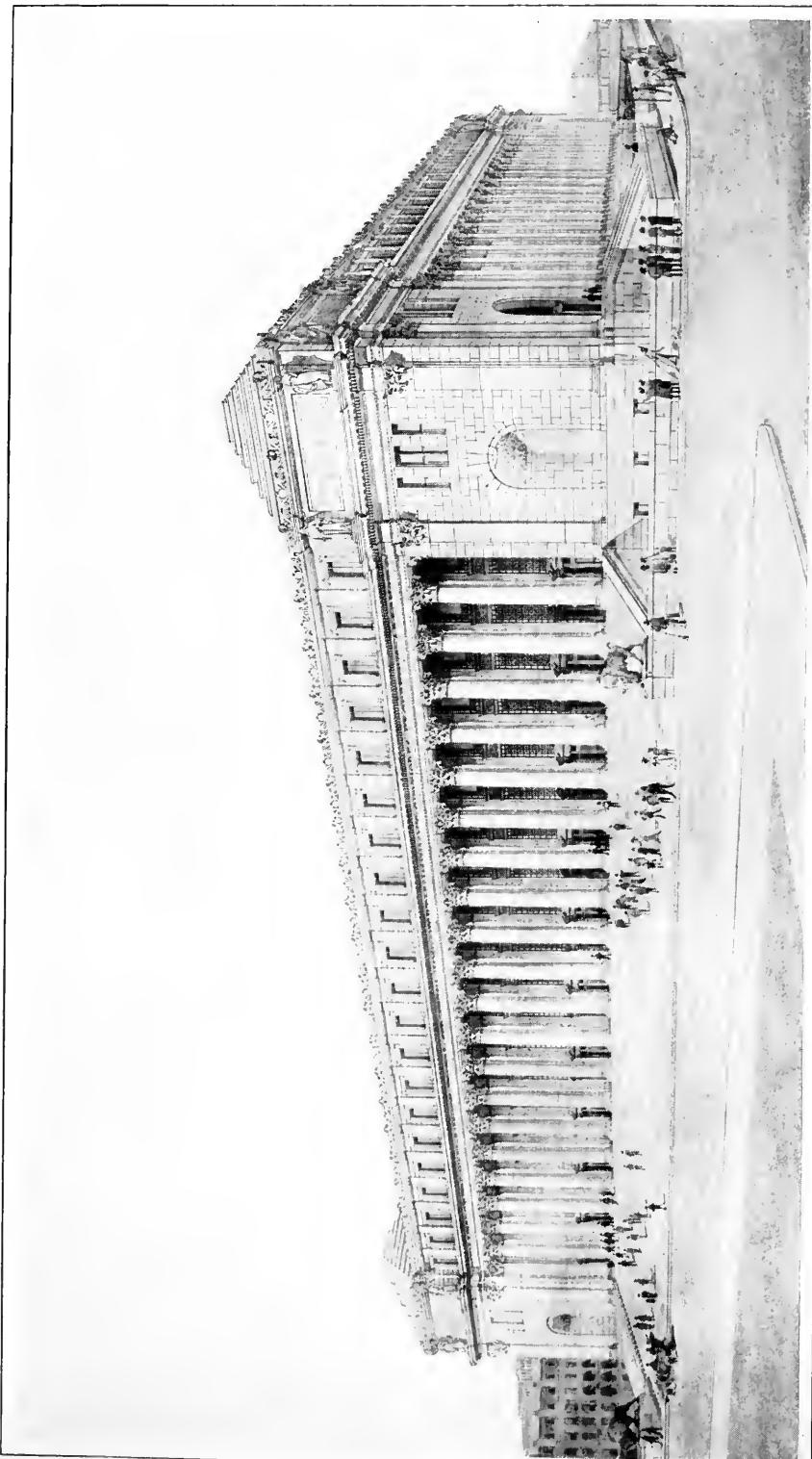
In July, 1910, there were in use in New York City 777,341 gas meters, of which number 203,017 are prepayment, or "quarter" meters. On one day the gas companies handle 10,174 orders; the term "order" meaning requests from consumers for burner tips, requests to have gas ranges examined or trifling repairs made to them, all of which require the services of 1016 men. On one day the index or meter readers read 27,463 meters. The gas sales per capita in New York City average \$8.27.

Included in the wonderful development in consumption of gas, the use of this ideal product for fuel purposes, is no less remarkable than that for illumination. The degree of perfection to which stoves, ranges, heaters and other devices for the burning of gas for fuel have been brought, have given it the lead in New York City as a fuel for culinary purposes, and adds very largely to the cleanliness of the houses and the comfort of the householders of New York.

The officers of the Consolidated Gas Company of New York are: George B. Cortelyou, president; W. R. Addicks, L. R. Gawtry and R. A. Carter, vice presidents; J. A. Bennett, treasurer; Benjamin Whitely, assistant treasurer; R. A. Carter, secretary; C. C. Simpson, assistant secretary; F. L. Lambrecht, auditor; Edwin North, purchasing agent. Directors: H. E. Gawtry, chairman, Samuel Sloan, William Rockefeller, Moses Taylor, G. F. Baker, F. A. Vanderlip, S. S. Palmer, W. R. Addicks, A. N. Brady, J. W. Sterling, G. B. Cortelyou, W. P. Bliss and M. Greer.

A retrospective view of the past quarter of a century reveals many wonderful scientific developments, especially in the field of electrical engineering. During this period the practical application of electrical energy has passed from narrow confines until now not only New York, but every large city is largely dependent upon it for the conduct of its ordinary business relations. Electricity applied to lighting purposes preceded its employment for heat and power by half a dozen years, but its rate of progress has been more rapid.

Prior to 1882 there had been several demonstrations in Europe of the practical application of electric current to lighting purposes by Siemens, in Germany, and by the Russian engineer, Jablochkoff, with his candle, a form of arc lamp which was exhibited on the Avenue de l'Opera, in Paris, in 1878, and six months later on the Thames, and on Waterloo Bridge, in London.



UNITED STATES POST OFFICE BUILDING  
Eighth Avenue, Thirty-first and Thirty-second Streets

McKim, Mead & White, Architects

In 1879 arc lighting systems were being developed in this country by Charles F. Brush and by Elihu Thomson.

Thomas A. Edison effected great changes in electric lighting methods by the introduction of the incandescent lamp. He had exhibited his carbon filament lamp as early as 1879, but it was not until 1880 that any of these lamps were seen out of the laboratory. With the development of incandescent lighting and a comprehensive system covering all of the elements necessary for the generation, distribution and sale of electricity, its commercial use made such a wonderful and rapid advance that Edison's name will always be associated with it.

The first central station to be utilized for the commercial distribution of electricity for incandescent lighting was started in 1882, on Pearl Street, near Fulton, in New York City, lighting a territory covering an area of about one square mile. This station was started under the auspices of the Edison Electric Illuminating Company of New York, now The New York Edison Company. There was not a single electric motor in use for power purposes at that time, and no electric heating or cooking devices had been developed.

After this system of producing and distributing electricity had been developed, various applications of electrical energy appeared rapidly, owing to the creative genius of Edison, Brush, Weston, Thomson and Sprague, until to-day there is more money expended for electricity than for daily bread.

As an index to the rapid progress of this art, it is interesting to cite the magnitude of The New York Edison Company's system, which is the largest of its kind in existence, supplying upward of ninety thousand customers. From its great Waterside station, capable of developing continuously over two hundred and fifty thousand horse power, a network of feeders extends out to the twenty-six substations in Manhattan and the Bronx, from which the distributing service of the company is effected, covering practically every street in the populated territory of both boroughs.

The company's supply mains furnish electricity to an installation on the customer's premises, representing an equivalent of over seven million and five hundred thousand standard (fifty watt) incandescent electric lamps, represented by over four million incandescent lamps, forty thousand arc lamps and over two hundred and fifty thousand horse power in electric motors.

The largest supply of energy is furnished to the business districts, where the company, through numerous electric elevators, supplies what is practically the vertical transportation of the city in the numerous high office buildings.

The supply of current to the purely residential district is continually extending, so that practically every modern house or apartment must be equipped with electricity for lighting, and for the numerous other applications contributing to the convenience of modern life; but it is not only in its household applications that electricity has made the greatest progress, but in the commercial applications, such as the equipment of factories, mills and industrial establishments generally.

In all of the largest cities, central station service is gradually displacing the private electric plant, reducing the smoke nuisance and contributing to the well-being of the community by placing at the command of the small shopkeeper and the modest factory a liberal supply of power at a minimum of cost.

In the evening, the Great White Way, with its myriads of incandescent lamps, in attractive signs and decorative emblems, converts night into day and forms a centre of attraction alike for the visitor and the pleasure-loving native.

Electric vehicles are rapidly replacing the worn-out and jaded horse equipments, in turn contributing to the economical and effective solution of the transportation problem.

New applications of the electric current are constantly being developed, and the field of the electrical industry is constantly widening and the central station companies are rapidly enlarging their output and expanding the territory which they serve.

Of the public utilities none has been a greater aid to commerce than those dealing with long distance rapid transit of intelligence and speech. "What hath God wrought?" was the first message flashed over the first telegraph line installed for public service by the inventor Morse. Although that invention and the telephone have ceased to be the wonders they then were, because of their familiarity and universality, they have wrought great revolutions in business and social life. The first telegraph line was between Baltimore and Washington, in 1844, and the next was that which reached New York from the Jersey shore, in 1845, the first telegraph cable line in the world, the first telegraph message ever received in New York coming via that cable to a receiver temporarily installed in the kitchen of the Audubon Mansion, on the banks of the Hudson (see page 407), then occupied by Jesse W. Benedict, a leading New York lawyer, who received the message, Samuel F. B. Morse being at the sending end of the wire on the Jersey side.

From that beginning the system has been developed to a point of utmost usefulness to business, and an enormous proportion of the transaction of the commerce of New York is carried on by land telegraph or ocean cable.

Even more strongly entrenched in business and social usefulness is the telephone system, as it has been developed in the City of New York. To trace the New York Telephone Company back to its first pair of crude telephones, that were laughed at as "scientific toys," it is barely thirty-three years of age. It is the product, for the most part, of men who are still alive and busy. Such has been its marvelous growth that it has, in one generation, swept past industries and professions that have been hundreds of years in existence.

The inventor himself, Alexander Graham Bell, exhibited the first telephones that were seen in New York City, at the St. Denis Hotel, as early as May 11, 1877. Two lines of telegraph wire were borrowed for the occasion, one running to Brooklyn and one to New Brunswick. A few invited guests were present, and the result encouraged Bell to give three exhibitions in Chickering Hall on the week following. After these exhibitions two New York business men, Charles A. Cheever and Hilborne L. Roosevelt, ventured, on August 29, 1877, to organize "The Telephone Company of New York." Cheever was a dealer in rubber goods and Roosevelt owned an organ factory on West Eighteenth Street.

Both Cheever and Roosevelt were able men. They had succeeded in other lines of business; but the task of establishing a telephone system in the greatest of American cities was too much for them. The most that they could do was to string a few private lines, which were used mainly for exhibitions, the first of these being between Cheever's office in the Tribune Building and a Telegraph Exchange for lawyers at 145 Fulton Street, owned by William A. Childs.

At the end of ten months Cheever and Roosevelt were delighted to sell out for \$18,000, to a group of men who had larger capital. These men were Amzi S. Dodd, founder of Dodd's Express; T. N. Vail, of Washington; Edwin Holmes, founder of a burglar-alarm system; and William H. Woolverton, of the New York Transfer Company. On the first of May, 1878, they organized "The Bell Telephone Company of New York." Edwin Holmes was its first president, and its capital was \$100,000. A temporary exchange was tried by making use of the Holmes burglar-alarm wires at 194 Broadway; and an executive office was established at 4 East Twentieth Street.

Two months later Theodore N. Vail came to New York as the general manager of the original Bell Company. He was well known as the superintendent of the Railway Mail Service, at Washington, and his influence soon placed the New York Company upon a better basis. He raised \$60,000 of new capital from Second Assistant Postmaster-General Brady; Henry G. Pearson, postmaster of New York; John D. Harrison, and others. With this impetus the young enterprise began to gain general favor, and in



March, 1879, the first actual telephone exchange was started at 82 Nassau Street.

In this year the president of the company was T. N. Vail, and the members of the Executive Committee were Henry G. Pearson, John D. Harrison, and Amzi S. Dodd. Henry W. Pope was the superintendent. Thomas D. Lockwood was bookkeeper. Charles E. Chinnock was electrician. Lewis Miller was wire chief. D. N. Adee was canvasser. A. K. Thompson and C. A. Wiley were operators. And the business office was at 923 Broadway.

The territory granted to this company was a circle of land, sixty-six miles in diameter, with the City Hall as the centre. Also for good measure it received the whole of Monmouth County, New Jersey, and Long Island. Subscribers were charged \$60 a year, and later \$120 a year, and given one month's free trial. The first telephone directory was a small card, showing 252 names; and the first switchboards held a dozen wires apiece. Iron wire was used, in single strands; and the whole equipment, equally through lack of knowledge and lack of capital, was so crude and cheap that it would be scarcely recognizable to any telephone engineer of to-day.

Competition, too, for a time doubled the difficulties and decreased the profits. The "Gold and Stock Telegraph Company," which was a subsidiary of the Western Union, opened a telephone exchange at 198 Broadway, and gave battle to the Bell Company. This struggle was soon brought to a close by mutual agreement; and in 1880 the two contestants united in "The Metropolitan Telephone Company," with Colonel W. H. Forbes, of Boston, as its first president. The only competitor now left in the field was the Child's Law Telegraph system, which had been given the right to operate not more than six hundred lines; and in 1884 this little exchange was merged in the Metropolitan. Since then there has never been any degree of competition in the development of the telephone system in the City of New York.

The Metropolitan Telephone Company began its career hopefully with \$125,000 in the treasury; but all this was wiped out by a sleet storm in the winter of 1881. It issued bonds to the amount of \$100,000; but no broker could be found who would offer them for sale to his clients, and the company was obliged to sell them at a low price to its shareholders. In spite of these difficulties, it persisted, and by 1883 it had rebuilt and extended its lines, with eight exchanges and more than three thousand subscribers.

In 1885, Theodore N. Vail became president. He resigned four years later, after having pushed to completion the building of an elaborate underground system of doubled copper wires. Following Vail came Charles Frederick Cutler, who had previously been president of "The New York and New Jersey Telephone Company." Cutler headed the Metropolitan Telephone Company for eighteen years. Under his management it continued to prosper

until, at his death in 1907, there were more telephones within thirty miles of City Hall than there had been in the whole United States in 1885.

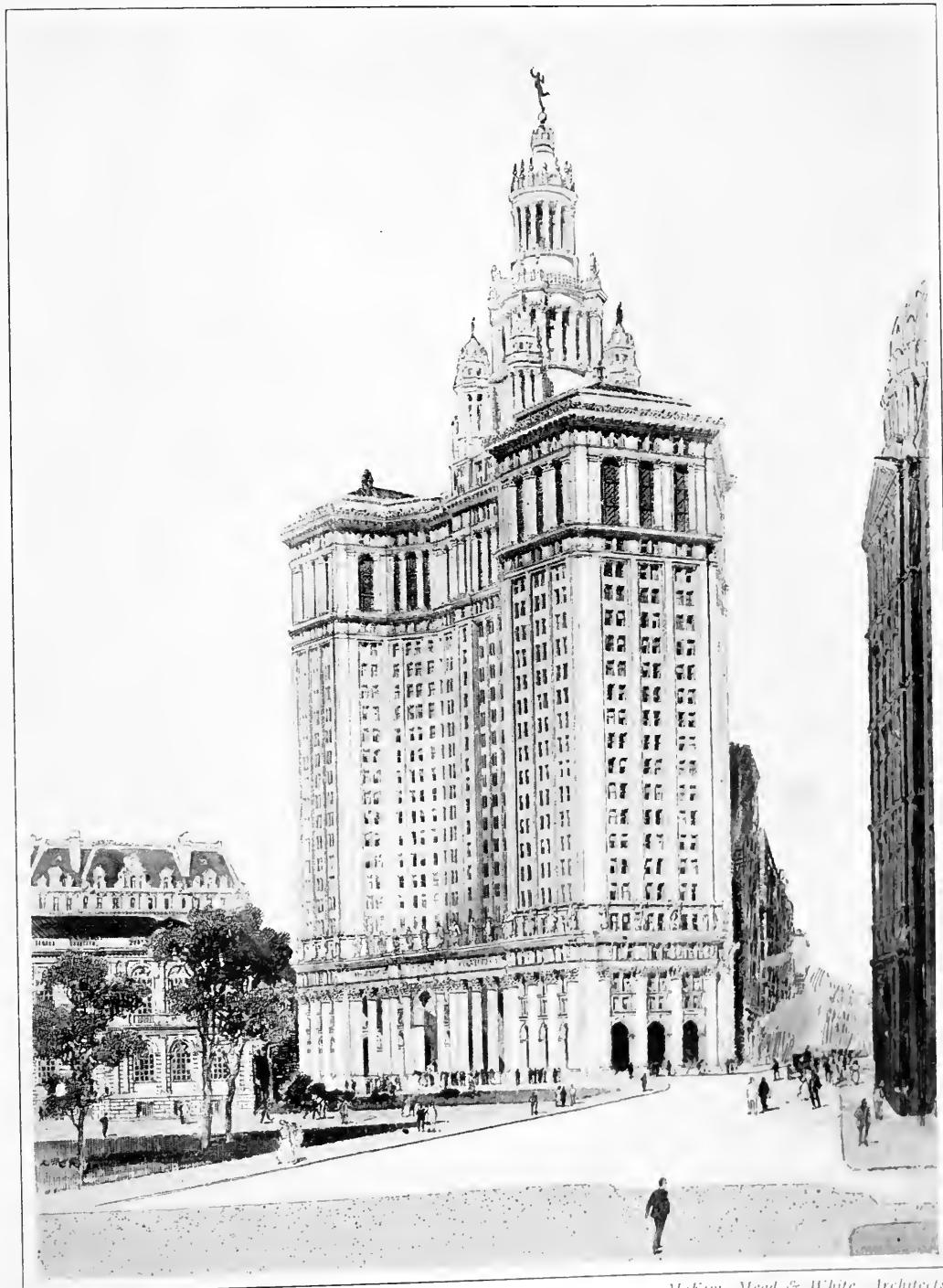
Theodore N. Vail was now called for a third time to the presidency of the company, which, in 1896, had been renamed the "New York Telephone Company." He mapped out, on still larger lines, the same policy of organization and development; and retired early in 1910 in favor of Union N. Bethell, then vice president, who had entered the company as general manager in 1893. Mr. Bethell stands to-day as the official head of the company. He, too, represents the larger telephony, and has made the company more efficient by extending the scope of its organization.

In the development of the art of telephony, much notable work has been done in the City of New York. Here, under the busiest of streets and in the highest of buildings, has been woven a network of wires that is now known as the world-wonder of telephone engineering. Here has been the point of departure for the long-distance lines, which linked New York to Boston in 1887, to Chicago in 1892, and to Omaha in 1896. Here the message-rate policy has been developed to its highest point, with the result that it costs much less to be put in touch with four million five hundred thousand people than it did to be put in touch with five hundred people in 1897.

It may be truly said that the City of New York has become for all countries the university of telephony. It has been called by foreigners "the Mecca of telephone men." Here J. J. Carty invented the "bridging bell," and became the first great educator of telephone engineers. Here E. F. Sherwood trained an army of five thousand operators until a call can be answered to-day in three and two-fifths seconds. Here H. F. Thurber built up the largest of telephone plants, with the highest type of construction. And the whole equipment of plant and employees has here been developed to so high a degree of efficiency that New York has now the most perfect methods of intercommunication, and the shortest business day of any city in the world.

The New York Telephone Company has now grown to be a state-wide organization, and more. It includes a small section of Connecticut and the most populous part of New Jersey. It comprises one-ninth of the telephony of the United States, and one-seventh of the entire Bell system. It is so extensive, in fact, that it represents no less than eight per cent. of the telephone business of the world.

To give service to its ten million clients, it has spent \$114,000,000 upon its plant and general equipment. It has strung two million miles of copper wire, most of it in conduits under the streets of cities. It has organized this unthinkable mileage of wire into five hundred exchanges, linked it to seven hundred and fifty thousand telephones, placed the whole mechanism in charge of twenty-one thousand employees, and speeded it up to such a point of



THE MUNICIPAL BUILDING

McKim, Mead & White, Architects

efficiency that it is now handling a traffic of more than three million conversations a day. One-half, or a trifle more of the bulk of this great company is within the limits of the City of New York. There are here fifty-six exchanges, eleven thousand employees, three hundred eighty-five thousand telephones, one million miles of underground wire, and more than one million six hundred thousand conversations in an average day. Incredible as it may seem to foreigners, it is true that in this one American city there are more telephones than in London, Glasgow, Liverpool, Manchester, Birmingham, Leeds, Sheffield, Bristol and Belfast. Even in the list of nations, the City of New York stands in fourth place in the development of telephony, having surpassed all foreign countries except Germany and Great Britain.

In the course of the narrative relation of the development and growth of the City of New York in this volume, the population at various periods has been stated. It will be very appropriate therefore to close it with the figures of the Thirteenth Census, showing that the population of the City of New York in 1910 numbered 4,766,883 souls.

By boroughs the figures are: Manhattan, 2,331,542, compared with the 1,850,093 of the Twelfth Census, an increase of 481,449, or 26 per cent.; borough of the Bronx, 430,980, as against 200,507, an increase of 230,473, or 114.9 per cent. in ten years; Brooklyn Borough, 1,634,351, in comparison with the figures 1,166,583 returned in 1900, an increase of 467,769, or 40.1 per cent.; Queens Borough, 284,041, where there were 152,999 ten years before, an increase of 181,042, or 85.6 per cent.; and Richmond Borough, 85,969, as against the 67,021 of the previous census, an increase of 15,328, or 28.3 per cent. In the entire city the figure of 4,766,883, as compared with the 3,437,202 of the Twelfth Census, shows an increase of 1,329,681, or 38.7 per cent.

It is unfortunate, so far as comparison is concerned, that the population of Jersey City, Newark and hundreds of populous places contiguous to the business centre, and as much a part of Commercial New York as the boroughs of Brooklyn, Bronx, Queens or Richmond, do not show in census figures as a part of the metropolis. Politically separate, but in material interests an integral part of it, these New Jersey centres added make Commercial New York a much closer second to London than is disclosed by the official figures.





*Oliver Lippincott, Photographer*

**BLAIR & COMPANY BUILDING**



# BIOGRAPHIES



JOHN PIERPONT MORGAN

**B**EFORE transplantation in America, the paternal ancestry of Mr. J. Pierpont Morgan was Welsh, his first American ancestor, Captain Miles Morgan, having been the youngest son in a prominent Glamorganshire family in Wales. He came via Bristol to America, arriving in Boston, a young man of twenty years of age, in April, 1636, joining a few weeks later the expedition headed by William Pynchon, which established a settlement at the junction of the Agawam River with the Connecticut River, in Massachusetts. The settlement was first named Agawam, but was changed to Springfield in 1640. Captain Morgan, who married Prudence Gilbert, a fellow passenger on the voyage from Bristol, became one of Springfield's foremost citizens and when, during King Philip's War, the settlement was sacked and burned, his blockhouse became the fortress of the place, and he held it against the besieging savages, after the burning of the town, until reinforcements from Hadley scattered the enemy. A bronze statue in the Court House Square of Springfield commemorates the patriotic service of this bold pioneer. The family remained prominent in Springfield for two centuries, and Junius Spencer Morgan, father of J. Pierpont Morgan, was born in West Springfield in 1813. He was a banker in Boston, New York and London, winning international distinction in finance. In London he was a partner of George Peabody & Company in the banking house which later became J. S. Morgan & Company, of which he was head. He married Juliet Pierpont, and to them John Pierpont Morgan was born in Hartford, Connecticut, April 17, 1837.

Mr. Morgan's maternal ancestry goes back to the Huguenot family of Pierpont (or Pierrepont), through James Pierpont of London, whose son John came to Massachusetts at an early date and settled in Roxbury, which town he represented in the General Court of Massachusetts in 1672. He was the father of Rev. James Pierpont, born in Roxbury in 1659, who was graduated from Harvard in 1681, became pastor of the church at New Haven, Connecticut, in 1685, and was one of the three ministers who formulated in 1698 the plan under which Yale was established in 1700. It was chiefly through his influence that Elihu Yale was induced to make his liberal gifts to the college, and Rev. James Pierpont was one of the original trustees of Yale. The grandson of this distinguished divine was also a clergyman, Rev. John Pierpont, who had a notable career as a poet, and as an antislavery and temperance reformer; and was Mr. Morgan's grandfather.

Whatever psychological explanation of Mr. Morgan, based on heredity, the scientist may find in these and collateral lines of ancestry, there is no question as to the influence upon him of his father, Junius Spencer Morgan, who, after giving him a thorough education in the English High School in Boston and in the University of Göttingen, set him to practical work when he completed his studies in 1857. Mr. Morgan began in the banking business for

three years with the firm of Duncan, Sherman & Company, in New York City. At the end of that time, in 1860, he started in business for himself and as American representative of his father's firm of George Peabody & Company, later J. S. Morgan & Company. This connection enabled him to give the federal government valuable assistance in the marketing of its securities in Europe. In 1864 he formed the firm of Dabney, Morgan & Company, and in 1871 he joined Anthony J. Drexel of Philadelphia, in the firm of Drexel, Morgan & Company in New York City and Drexel & Company in Philadelphia. In 1893, when Mr. Drexel died, Mr. Morgan became senior partner, although for years before that he had directed the firm's business in New York City. On January 1, 1895, the style became J. P. Morgan & Company in New York and Drexel & Company in Philadelphia, as at present.

The services of Mr. Morgan in behalf of the government's finances have been called into requisition many times since the Civil War, notably in the floating of government bonds in 1876, 1877 and 1878, and in 1895, when his firm floated the \$62,000,000 in gold bonds issued by the Cleveland administration to restore the normal treasury surplus of \$100,000,000 and thereby save the treasury from a silver basis. One of the most important commissions executed by his firm for the general government was in connection with the payment to the French Panama Canal Company of the \$40,000,000 purchase money for the canal. Mr. Morgan has also been the intermediary of foreign governments in obtaining American participation in bond subscription, and secured subscribers for \$50,000,000 of the British War Loan in 1901: the largest foreign bond subscription ever made in the United States.

One of the many lines of activity in which Mr. Morgan has operated with distinguished success has been the reorganization of railroads, upon which branch he entered in 1869, when Jay Gould and James Fisk were contending for mastery in the railroad world, upon methods which often proved extremely disastrous to the properties and securities involved. One of the roads coveted by rival financiers was the Albany and Susquehanna Railroad, which Mr. Morgan quietly secured and put out of reach of further contention by leasing it to the Delaware and Hudson Canal Company. A railroad reorganizer who was not a wrecker was something of a rarity in those belligerent days, but Mr. Morgan's work in that line then and since has always been in the direction of rehabilitation or advantageous consolidation, and never destructive. In 1888 he successfully took hold of the tangled affairs of the Chesapeake and Ohio Railroad and the "Big Four" System, and put them into good shape; and he performed similar good offices in 1891 for the Richmond Terminal, which he consolidated into the Southern Railway System to the great advantage of that section of the country. In 1895, when the Reading System had

collapsed and appeared to be in *rigor mortis*, because of the over ambitious operations of its president, A. A. McLeod, Mr. Morgan resuscitated it and set it going again. He also reorganized the Erie System about the same time, and in 1896 took the New York and New England Railroad and leased it for a term of years to the New York, New Haven and Hartford Railroad. The Northern Pacific Railroad was in a bad way in 1897, but he took hold of it, secured the aid of German capital, brought opposing elements into harmony, and placed it on a solid basis. The Baltimore and Ohio and several other railroad companies have been added to the list of those whose reorganization and rehabilitation have been planned and executed by Mr. Morgan, and the same is true with reference to street railway organizations, including the West End System of Boston, and the street railway system of Chicago. In ocean transportation also his genius for organization has benefited several important Atlantic and Gulf lines.

It is, however, in the field of industrial organization that his most noteworthy business successes have been achieved. He was concerned in the anthracite and bituminous coal interests, and in several other successful operations of that kind, but it is his creation of the United States Steel Corporation which best attests his soundness of judgment and broadness of vision. He came into that by first being interested in the organization of the Federal Steel Company, which seemed a gigantic undertaking, and from that was led into the view that a much larger combination of interests was possible and desirable.

It is recognized in the financial world that no other man could have called together the resources necessary to the launching of so great an enterprise. Its original capital of a billion dollars (now increased to \$1,400,000,000), put this corporation so high up in a class by itself that many predicted failure, declaring it could never succeed and that the stock would never reach a respectable figure. But Mr. Morgan saw, and he made others see, the possibilities of expansion in the steel industry, and the quotations of the Autumn of 1909 show that the market has come to realize how strongly, as well as how broadly, Mr. Morgan planned, when he and his associates launched "U. S. Steel" on the seas of industry and finance.

Mr. Morgan is not only at the head of the house of J. P. Morgan & Company and Drexel & Company, but also of the London banking house of J. S. Morgan & Company, and the Paris house of Morgan, Harjes & Company. He has large investments in English securities, and his influence in European markets is very great. In the United States he has often demonstrated his power, in times of panic and financial stress, to stay the tempest and to tide over difficulties. This is because the world of finance is so well assured of the soundness of his judgment and the quality of his leadership that it looks

to him for guidance in such exigencies. This has been time and again demonstrated, and never more emphatically than in the panic of 1907, when, because he had given his word, the Trust Company of America was saved, although \$34,000,000 in cash was paid out over the counters before the run was ended. The meetings of leading financiers in his library resulted in measures by which the panic was subdued and restoration cautiously but surely commenced.

Great as is the prestige held by Mr. Morgan as a financier, a writer in *The Nation* a year or so ago stated that the day would come when his fame as a bibliophile would outshine his achievements in the world of finance. Though this can hardly be, it is yet a fact that in the collection of books, manuscripts, pictures and *objets d'art*, he has displayed genius and originality, with a boldness of attack and a broadness of vision comparable to those exercised in his great financial operations, and he is certainly, to-day, the foremost collector, as well as the premier financier, of the United States.

He owns many of the best and most valuable pictures, representing not only the old masters, but also works of the great artists of all the best modern schools. He has an art gallery of his own in London, besides being the possessor of many great paintings in his home and library in New York. The catholicity of his taste and judgment as a collector has been exercised in numerous and divergent directions, including the purchase and gift to the American Museum of Natural History of the Bement Collection of mineral specimens, and the Tiffany Exhibit of gems and pearls, the Ford Collection of books and manuscripts given by him to the New York Public Library, and numerous paintings, porcelains and other art objects given to the Metropolitan Museum of Art. Of rare books, manuscripts, paintings, porcelains and art objects he has a priceless collection, including the original manuscripts of many of the masterpieces of English literature, illuminated manuscripts of the Seventh to the Sixteenth Centuries, of which a partial yet wonderful exhibit was made in the Columbia University Library in 1906; and many rare specimens of ecclesiastic vesture and ornament dating from the early mediæval period. In this connection, his purchase of the Ascoli Cope, and his generous return of it to the Church in Italy (from which it had been abstracted many years before), when the facts of its history became known, are fully remembered. His library is housed in a beautiful marble structure adjoining his New York home. Art in all phases has in Mr. Morgan a generous patron. He is the chief supporter of the Metropolitan Museum of Art, and The New Theatre, opened in November, 1909, owes much to his personal interest and aid.

Mr. Morgan is one of the most active laymen of the Episcopal Church, and has for many years been a vestryman and warden of St. George's Church

in New York City, and a strong supporter of the many branches of usefulness and activity of that parish, under the rectorship of Rev. Dr. Stephen H. Tyng and his successors, and for more than twenty-five years has been a lay delegate to the General Convention of the Protestant Episcopal Church.

Among the objects benefited by his munificence are the Lying-in Hospital of New York City, to which he has given \$1,350,000, covering the purchase of its present site and the erection and completion of its buildings; the Medical College of Harvard University, to which he has given \$1,250,000; also \$500,000 each to the Cathedral of St. John the Divine and to the New York Trade Schools; besides substantial donations to the Young Men's Christian Association, the Palisades Park Commission, Bronx Botanical Garden, Hartford Public Library, and many other educational, religious and charitable associations and objects.

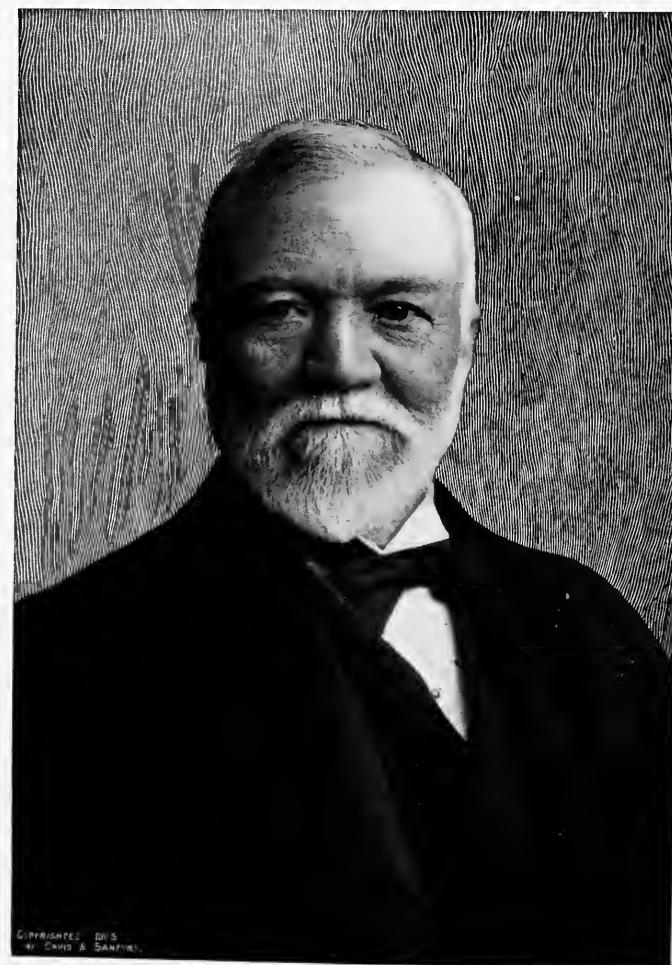
Since 1881 Mr. Morgan has been prominent as a yachtsman, in which character he finds his most favored recreation. In that year he built the *Corsair*, an iron steam yacht, which was succeeded in 1891 by *Corsair II*, which was sold to the United States Government at the beginning of the Spanish-American War, and renamed *The Gloucester*, after which he built his present yacht *Corsair III*. Mr. Morgan was commodore of the New York Yacht Club for three years, and in that capacity he built the cup-defender *Columbia*, which twice defeated Sir Thomas Lipton's yacht *Shamrock* in the international races for the America's cup in 1899 and 1901.

Mr. Morgan's characteristics are those of skillful generalship in all of the manifold avenues of activity in which his interests and tastes have led him. His plans are in the large; and completely cover every campaign in which he figures, without burdening himself with the minuter details. His strategic skill has in no direction been more strongly manifested than in his remarkable faculty of choosing lieutenants capable of working to his plans.

He has received many honors, including the honorary degree of LL.D. from Yale University and decorations from foreign countries; has been in intimate audience with the King of England, the German Kaiser, the King of Italy and other royalties, and with Pope Leo.

Mr. Morgan has a full appreciation of the social side of life, is a member of the best clubs of New York, London and other cities, and enjoys himself to a degree rarely attained by one so largely identified with great enterprises.

Mr. Morgan married first, in 1861, Amelia Sturgis, daughter of Jonathan Sturgis, of New York, who died in 1862; and in 1865 he married Frances Louise Tracy, daughter of Charles Tracy, a noted New York lawyer. He has a son, John Pierpont Morgan, Jr., who is associated with him in business, and three daughters: Louise Pierpont Morgan (Mrs. Satterlee), Juliet Pierpont Morgan (Mrs. Hamilton), and Miss Anne Tracy Morgan.



ANDREW CARNEGIE

A RECENT writer in the *New York Independent* said of Andrew Carnegie that he is "the most original and creative American of the last half century." Creative he certainly is, and original to a superlative degree, and no less emphatically is he American, notwithstanding the fact that he is a Scot. It was in ancient Dunfermline that he was born November 25, 1835; in Dunfermline, which was once proudest of the distinction of being the burial place of Bruce and other Scottish Kings, and the birthplace of Charles I, but now points with most pride to the fact that it is the birthplace of Andrew Carnegie.

His father was a weaver, for the linen industry has been the chief one in Dunfermline for about two centuries. The introduction of machinery in the 'forties made trouble for the weavers of Dunfermline. Work was scarce, money scarcer, and the elder Carnegie became discontented. History is full of instances where Discontent has proved the turning point of Destiny for nations and for men. It drove the Carnegie family—father, mother and two sons, in 1848, via the barque *Wiscasset*, 800 tons, which made the voyage in forty-two days, to America.

Andrew Carnegie had attended school, when he could, in Dunfermline, but when the family settled in Allegheny, Pennsylvania, and his father secured work in a cotton mill, he found a chance to work as a bobbin-boy in the same mill at a dollar and twenty cents per week, and he worked at that for a year, when the allurement of a fifty per cent. raise in salary made him relinquish that job for one as stoker for a furnace in a cellar at a dollar and eighty cents weekly.

Through the good offices of J. Douglas Reid, a telegrapher and an Edinburgh man, Andrew secured a position, when he was fifteen, as a telegraph messenger at three dollars a week. He was soon an operator at twice that salary, and by his enterprise and originality attracted the favor of Colonel Thomas A. Scott, then head of the Pennsylvania Railroad interest in Pittsburgh, becoming first a railroad operator and afterward private secretary to Colonel Scott. That position placed him in touch with various opportunities, which he improved. The first was the chance that came to him to buy ten shares of Adams Express Company stock at sixty dollars per share. To get it, his mother mortgaged the little home in Allegheny (his father had died in 1855), and Colonel Scott lent him one hundred dollars to complete the purchase.

The success of this first investment venture was an encouragement to make others. He became a member of the syndicate which bought the Storey

Farm, in the oil regions, in which the first year's dividends paid back the purchase money several times over. He became interested in the Woodruff Sleeping Car Company at its inception and made a considerable amount of money there. During the Civil War Mr. Carnegie served, in Washington, as Superintendent of Military Railways and Government Telegraphs.

In 1863 Colonel Scott became vice president of the Pennsylvania Railroad, and Mr. Carnegie succeeded him as superintendent of the Pittsburgh Division. He entered the iron business, May 2, 1864, by buying from Thomas N. Miller a one-sixth interest in the Sun City Forge Company, which made a specialty of axles, the other partners, besides Mr. Miller, being Andrew Kloman and Henry Phipps, and for about two years the business was very successful. Mr. Carnegie also organized the Keystone Bridge Company, and by disposing of stock to J. Edgar Thomson, president, Colonel Scott, vice president, and to other officials of the Pennsylvania Railroad Company, secured it a strong position, so that it soon took a foremost place in the bridge industry. These enterprises became so important that Mr. Carnegie left the employ of the railroad in 1865. He kept in touch with President Thomson, however, and when that gentleman became engaged in building a branch railroad to Davenport, Iowa, he engaged Mr. Carnegie to adjust some differences connected with the sale of six million dollars worth of bonds in Europe, and after he had successfully accomplished that mission, gave him some more to sell. His success in that enterprise gave him a substantial increase of capital, and with partners he purchased land on the site of Braddock's defeat by the French and Indians in 1755, and there established and built the Edgar Thomson Steel Works. He built the Lucy Furnace in 1874, another Lucy Furnace (No. 2) in 1877, and bought out the Homestead Steel Works in 1880. He practically created, or at least led, the steel industry in this country, and so emphatic was his leadership in its wonderful growth as to maintain for him the practical mastery of it up to the time that he retired from active participation in business. From the first his policy was the improvement and cheapening of processes so as to enable him to make steel quicker, better and at less cost, to adapt this material to more and more uses, and to make it in constantly increasing degree a staple of commerce. To this end machinery which had been deemed perfect was discarded when better became available, with an apparent recklessness which to many seemed scandalous; but this readiness to throw a good thing away to make room for a better kept him always ahead of all competition in the steel industry.

From the time that Andrew Carnegie first saw a bessemer steel plant in full operation in England he was a confirmed optimist in reference to the future of the steel industry. Others wavered and doubted, but Mr. Carnegie never. He had the wisdom, however, to take advantage of the pessimistic periods of his competitors, and to buy, to advantage, plants which had been established as rivals of his own. Thus his company acquired the Homestead plant in 1880, and the Duquesne plant in 1890. By combination with other interests, his two firms of Carnegie, Phipps & Company and Carnegie Brothers & Company acquired not only leadership in manufacturing steel, but also control of the Frick Coke Company, the Scotia Ore Mines and other corporations related to fuel, raw material, transportation and other requisites to practical domination of the steel industry. In advancing to and maintaining that position there were countless problems to face, and many difficulties to overcome. The business was reorganized and consolidated in the Carnegie Steel Company in 1899.

In the Carnegian campaign for conquest of the Empire of Steel there were several division and brigade commanders, but Mr. Carnegie was always commander in chief. The employee who could show supreme ability in any special department was encouraged by the prospect of a partnership. Young men of inherent power rose with unprecedented rapidity, some from the humblest positions in the Carnegie employ, up the steps of promotion until they became partners, and over forty young men in the various departments reached the goal and became millionaires. In 1901 the United States Steel Corporation was organized and after much negotiation, Mr. Carnegie, then in his sixty-sixth year, consented to sell.

Mr. Carnegie retired from business when he sold out to the United States Steel Corporation, but he had only changed the direction and not the volume, of his activities. To retire, in the sense of becoming idle, would be an impossibility to one of his temperament. Therefore it is that Mr. Carnegie, released from business, has become more strongly identified with matters of public concern.

His philanthropies have been projected along the lines of adding to the intelligence of the English-speaking people. In his own childhood his opportunities for securing a formal education were much restricted. The chief asset he gained by his attendance at the Dunfermline schools was a love for reading. This he indulged to the fullest possible extent, and the difficulties which he found in securing the books he wanted so impressed him, that after achieving financial success he began providing library buildings, first in his home town of Allegheny, soon after in his native town of Dunfermline, later in Pittsburgh, and after that in any and every

place in the United States or in the British Empire which showed a need for a library, and would provide for it a site and maintenance. He has given for this purpose over fifty million dollars for about two thousand library buildings, and is still providing libraries at a rate averaging one every other working day.

Besides libraries, Mr. Carnegie has given largely to educational purposes. He has helped many of the smaller colleges in various sums aggregating more than twenty million dollars; endowed the Carnegie Institution, in aid of scientific research work, with \$12,000,000; established the Carnegie Foundation, to provide pensions for retired professors, with \$15,000,000; the Carnegie Relief Fund, for employees of the Carnegie Steel Company, \$5,000,000; the Carnegie Hero Fund, \$5,000,000; the Pittsburgh Technical Schools, \$5,746,000, the Carnegie Institute, Pittsburgh, which includes Museum, Library and Art Gallery, exceeding \$20,000,000; Scottish Universities, \$10,000,000; for the Engineering Buildings, New York, built for the American Institute of Electrical Engineers, American Society of Mechanical Engineers, American Institute of Mining Engineers and Engineers' Club, \$1,500,000; the St. Louis Public Library, \$1,000,000; to New York City for branch libraries, \$5,200,000, and Philadelphia, \$1,500,000, for thirty branch libraries; his aggregate gifts for library buildings for communities who are to maintain libraries by taxation being over \$50,000,000, and has provided large sums for other purposes, his public benefactions exceeding \$150,000,000, without including his private pension fund.

Mr. Carnegie is one of the world's most distinguished advocates of international peace, and furnished the fund of \$1,500,000 for the building of the Temple of Peace at The Hague. He presided over the International Peace Conference held in New York City in 1907. He is, in fact, as distinguished for originality in his way of using his fortune as for the skill and rapidity with which he acquired it. The conventional story of the rise of a poor boy to wealth includes the phrase that the subject gave his "undeviating attention to his business," but that does not fit the career of Andrew Carnegie. That he had unprecedented success in business was not because he did not attend to other things. He went around the world over a quarter of a century ago, and he has made about ninety trips across the ocean. He holds a place of distinction as an author which many professional literary men might envy, and he gained the personal friendship of Herbert Spencer, John Morley, Matthew Arnold, Gladstone, John Bright and many other leading men of Britain and America, long before he had entered the rank of the millionaires.

His two earliest books were the result of his travels, as indicated by their titles: "An American Four-in-Hand in Britain" (1883), and "Round the World" (1884). His next book, "Triumphant Democracy" (1886), has become a classic as an appreciation of American institutions. His later books, "The Gospel of Wealth" (1900), and "The Empire of Business" (1902), deal in an entirely original way with the subjects and problems suggested by their titles, and the last named has been translated into eight languages, including Greek and Japanese. Mr. Carnegie has also written and published a "Life of James Watt" for the "Famous Scots" series (1906), and "Problems of To-day" (1908); besides various contributions to magazines and reviews in America and Britain.

His writings, as his life, are imbued with the American spirit, and yet he is a true Scot. His heart beats true to Scotland in general and to Dunfermline in particular. He has endowed that town with more than half a million pounds sterling for its public institutions. In Scotland he is the Laird of Skibo Castle (which he bought in 1897). He fills the rôle in harmony with the best Scottish traditions and he keeps his own piper. He was elected Lord Rector of the University of St. Andrew, Edinburgh, in 1902, and he has received the honorary degree of Doctor of Laws from all the Scottish Universities: of Glasgow, 1905, Aberdeen and Edinburgh, 1906, and the University of Birmingham, 1907; as well as from the University of Pennsylvania, 1906, and McGill University, Montreal. He was elected president of the British Iron and Steel Institute in 1903, being the only American who has ever received that honor. Mr. Carnegie has also received more freedoms of cities in his native land than any other man, having received over fifty in England, Scotland and Ireland.

Mr. Carnegie cares nothing for the ostentations of wealth. His home life is domestic and comfortable, though in no degree lacking in hospitality. His way of living is very modest in comparison with that of some of the young partners he has helped to fortune. He is very earnest in the things that interest him, from the advocacy of simplified spelling to the propaganda of universal peace. He was married late in life (1887), to Miss Louise Whitfield, of New York, and has one daughter, Margaret, born in 1897. The family town house is in New York. His public activities carry him to many places, and his summers are spent in Scotland.

The career of Mr. Carnegie has been intensely interesting, and has been the subject of many articles and volumes. His characteristics are marked by great individuality in all the phases of his activity as capitalist, philanthropist, litterateur, philosopher and publicist.



LEVI PARSONS MORTON

**A**MONG living men no name is more closely connected with the history of the City, State and Nation than that of Hon. Levi Parsons Morton. In the country at large, which he served with great ability and distinction as Minister to France and as Vice President of the United States; in the State of New York whose executive affairs he administered most effectively as governor, and in the City of New York, of which he has for many years been one of the foremost citizens, his name is held in high honor.

He is of old New England lineage, being descended in direct line from George Morton, of Bawtry, Yorkshire, England, one of the Pilgrim Fathers who landed from the ship "Ann" at Plymouth, Mass., in 1623. Mr. Morton was born in Shoreham, Vermont, May 16, 1824, being the youngest son of Rev. Oliver and Lucretia (Parsons) Morton. His mother was also of a good New England family, and was a sister of Rev. Levi Parsons, distinguished in religious history as the first American missionary to Palestine, and it was after him that Mr. Morton was named. He was educated in the Shoreham Academy, but derived fully as much educational benefit from the refined and intellectual influences of his family life in the modest parsonage which was his boyhood home as from any of the formal teaching he received.

He became connected with mercantile business and was thus engaged for five years at Hanover, N. H., and later as a clerk with the prominent house of James M. Beebe & Co., Boston, of which he became a partner in 1852, another member of that firm being Junius Spencer Morgan, afterward an international banker of the firm of George Peabody & Co., London, and the father of Mr. J. Pierpont Morgan. Mr. Morton came to New York City in 1854, and established the wholesale dry goods commission house of Morton and Grinnell, which became one of the most successful in the country.

He established a banking business in 1863, under the style of L. P. Morton & Co., in which firm Mr. George Bliss became a partner in 1868, the style changing to Morton, Bliss & Co., and in the same year, in association with Sir John Rose, who had previously been Minister of Finance of Canada, he founded the London house of Morton, Rose & Co., of which he remained at the head until its dissolution. The firm of Morton, Bliss & Co. was succeeded October 1, 1899, by the Morton Trust Company, of which he has ever since been president; he is also president of the Fifth Avenue Trust Company, and a director of the Guaranty Trust Company, Home Insurance Company, Panama Coal Company, and the Washington Life Insurance Company.

Mr. Morton's London house was, from 1873 to 1884, and again after 1889, the fiscal agent of the United States Government in London, and he had charge of many of the largest financial negotiations of the government. He organized the syndicate of banks, including Drexel, Morgan & Co., J. S. Mor-

gan & Co., N. M. Rothschild and Sons, and Jay Cooke, McCulloch & Co., which successfully placed the 5-per-cent. Government loan of 1871, and assisted in the funding of the national debt and in making possible the resumption of specie payments at a fixed rate. Morton, Rose & Co. were also associated with the Messrs. Rothschild and other London bankers in the payment of the Geneva Award of \$15,000,000, and the Halifax Fishery Award of \$5,500,000.

In the arena of diplomacy and statesmanship Mr. Morton has had a career as distinguished as in finance. In 1876, in a convention held shortly before the election, he was nominated for Congress by the Republicans of the Eleventh Congressional District, without having been previously consulted. There was no time for effective canvass, but the Democratic majority was reduced by 400 votes. He was appointed in 1878, by President Hayes, honorary commissioner of the United States to the Paris Exposition. In the Fall of the same year he was again nominated for Congress in the Eleventh District and after an energetic canvass was elected by more than 7,000 plurality to the Forty-sixth Congress; and he was reelected to the Forty-seventh Congress in 1880.

In Congress Mr. Morton's standing as a financier of unsurpassed ability and untarnished record gave him a position of authority in connection with financial legislation, and his speeches in opposition to the unlimited free coinage of silver in 1879 were among the most direct and authoritative in that debate. He was also much interested in international politics and foreign relations, and was a member of the Committee on Foreign Affairs in the Forty-sixth Congress. He received an informal tender of the Republican nomination for Vice President on the ticket with General Garfield in 1880, but though this offer was equivalent to an election, he declined it. He also declined the position of Secretary of the Navy, tendered by President Garfield in 1881, but served as United States Minister to France from 1881 to 1885.

Mr. Morton was one of the most successful and popular representatives ever sent by our Government to France. He removed the Legation from its former place into one of the best localities in Paris in a mansion which he rented at his own expense. He gained the friendship of the great French statesmen of that day—Ferry, Gambetta, De Freycinet, and others, and in social as well as in governmental circles won the favor of the French, and the municipality named the square upon which he had established the Legation, "Place des Etats Unis." He drove the first rivet in the Bartholdi Statue of "Liberty Enlightening the World," and had the honor of accepting that statue for his government; took a public part in the ceremony of unveiling of the statue of Lafayette at Le Puy, his birthplace, was a commissioner to the Paris Electrical Exposition, and a representative of the United States at the Submarine Cable Convention. Americans resident in or visitors to France during

Mr. Morton's incumbency found the Legation efficient and courteous, and in practical diplomacy he was especially successful, notably in securing from France the recognition of American corporations, and the removal of restrictions upon the importation of American pork.

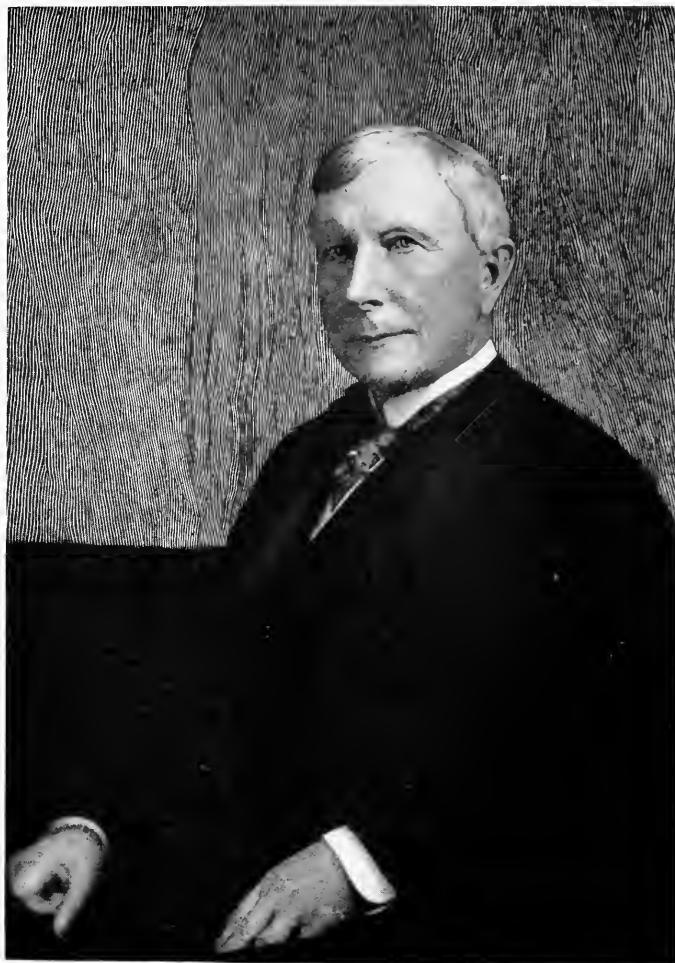
Mr. Morton was nominated at the Chicago Convention June 25, 1888, for the office of Vice President of the United States on the ticket with Benjamin Harrison and was elected in the following November. There was never a man who filled the Vice-Presidential chair with more ability or presided over the United States Senate with greater courtesy or impartiality. When his term was closing he received a letter written in highly complimentary terms and signed by the entire membership of the Senate, tendering to him a banquet at the Arlington Hotel in Washington, held February 27, 1893, at which Mr. Morton was warmly eulogized by Senators of both parties.

In 1894 Mr. Morton was nominated for Governor of New York. The State had been in Democratic hands since 1882, and the Democratic plurality had been 45,000 in 1892. Mr. Morton was elected by a plurality of 156,000, and his term was one of great benefit to the State and its people.

Governor Morton is the owner of "Ellerslie" at Rhinecliff, Rhinebeck-on-Hudson, one of the most beautiful of American country houses, a modern structure in the English Renaissance style, surrounded by a park and a large farm, cultivated in the best manner, and pastures and large barn for what is probably the finest herd of pedigreed Guernseys in this country, and there are also yards and buildings for flocks, numbering thousands, of fine poultry. The situation is one of unsurpassed beauty, commanding fine views of the Hudson River and Valley and of the mountain range beyond. The town house is at 681 Fifth Avenue.

In social life Governor Morton is held in highest esteem, for his has been a career typical of public and personal rectitude, and expressive of the highest ideals of American citizenship. He is a member of the New England Society and the Sons of the Revolution, is president of the Metropolitan Club of New York, and member of the Union, Union League, Century, Lawyers', Republican, Tuxedo and Down Town Clubs.

He married, in 1856, Miss Lucy Kimball, daughter of Elijah H. Kimball and member of an old Long Island family. She died in 1871, and in 1873 he married Anna Livingston Street, daughter of William L. Street and granddaughter of General Randolph S. Street, and a descendant of the old Manhattan families of Livingston, Schuyler and Van Rensselaer. Of his five children, four are now living: Edith Livingston, who married, April 30, 1900, William Corcoran Eustis; Helen, who married in London, in October, 1901, the Comte de Perigord, now Duc de Valençery; Alice, married in February, 1902, to Winthrop Rutherford; and Mary Morton, unmarried.



JOHN DAVISON ROCKEFELLER

JOHN DAVISON ROCKEFELLER, whose achievements in business and philanthropy have earned him world-wide distinction, was born at Richford, Tioga County, New York, July 8, 1839, son of William Avery and Eliza (Davison) Rockefeller. His grandfather was son of Godfrey Rockefeller, of Massachusetts. William A. Rockefeller, his father, engaged in various enterprises, and trained his son to practical business ideas. In 1850 the family removed to Cuyahoga County, Ohio, locating on a small farm at Strongsville, a few miles south of Cleveland, and later removed to Parma, another Cleveland suburb.

His father's training and his own bent led him early into practical business activities, the first of which was when, at the age of eight, he became the proud possessor of a flock of turkeys, of which, with the assistance of his mother, who gave him the curds from the milk to feed them, he made a substantial success. His education had been conducted as a preparation for a college course, but when he was sixteen it was decided that he should leave the high school course, which he had nearly completed, and spend a few months in a commercial college in Cleveland, a training which he had always highly valued. When the course was finished he found, after a long and tedious search, a place in the forwarding commission house of Hewitt & Tuttle, September 26, 1855, remaining with that house as clerk for fifteen months, receiving fifty dollars for his first three months' work, and twenty-five dollars a month during the year 1856, and after that becoming cashier and bookkeeper in charge of the office of the firm, whose business activities were so diversified that his duties gave him many problems to work out. His experience in that house was of the highest value as a business training, and his genius for business was evidently of great value to the firm, which confided many of its most important matters to his hands, although he was still a boy in years, and every account against the firm was carefully scrutinized and audited by him.

In 1858, although only nineteen years old, he left that firm to establish, as an equal partner of M. B. Clark, the commission firm of Clark & Rockefeller, each putting in two thousand dollars. Mr. Rockefeller had saved up about seven or eight hundred dollars, and borrowed the remainder from his father at ten per cent., then a common rate for private loans. The business was successful from the first, and soon attained large proportions, the sales for the first year aggregating half a million dollars. To carry the business frequent loans had to be procured from the banks, but Mr. Rockefeller was the financial man of the firm, and succeeded at all times in securing sufficient funds to keep the business going, although the process was often attended with difficulties, which all went into the training which made him one of the world's greatest financiers.

In 1860 the firm went outside of its regular produce business to join James and Richard Clark and Mr. Samuel Andrews in the oil refining business of Andrews, Clark & Company, which they organized. Mr. Andrews being the manufacturing man of the concern. He had learned the process of cleansing crude petroleum by the use of sulphuric acid, and he attended to that feature of the business. As that business developed, the firm of Clark & Rockefeller was called upon to supply a large special capital, and in 1865 the partnership of Andrews, Clark & Company was dissolved. The arrangement that the cash assets should be collected and the debts paid was a matter of course, but the plant and good will remained for disposition. It was decided that the partners should compete among themselves for the ownership, and a lawyer who represented the Clarks served as auctioneer. Mr. Rockefeller, who wanted to go actively into the oil business with Mr. Andrews, secured the business at his bid of \$72,500 and the firm of Rockefeller & Andrews was established. Very soon after, Mr. Rockefeller sold out his interest in the produce commission business of Clark & Rockefeller to his partner.

Thus began Mr. Rockefeller's long and successful career in the oil business, then in its infancy and very crudely organized. To Mr. Rockefeller and his associates must be credited the most important steps in its development, by the introduction of new processes for the improvement of the oil, the utilization of by-products, the reduction of the cost of oil to the consumer, by the building of pipe lines and the consequent cheapening of the cost of deliveries, and by dealing in large measure direct with the consumer.

Later Messrs. Rockefeller & Andrews, with Mr. William Rockefeller, established in Cleveland the firm of William Rockefeller & Company, which built a new plant called the Standard Oil Refinery, and shortly afterward the partners united in establishing in New York City the firm of Rockefeller & Company, for the sale of the products of their refineries. In 1867 the firms of William Rockefeller & Company, Rockefeller & Andrews, Rockefeller & Company, and S. V. Harkness and Henry M. Flagler, united in forming the firm of Rockefeller, Andrews & Flagler, thus uniting under one executive management the business which these separate firms and individuals had carried on, and combining into one harmonious organization the departments of production, transportation and sale of their products and by-products.

In 1870 the business had so increased that a corporate form of organization of the business seemed desirable, and The Standard Oil Company of Ohio was organized with a capital of \$1,000,000, taking over the business of Rockefeller, Andrews & Flagler. Of this company John D. Rockefeller became president; William Rockefeller, vice president; and Henry M. Flagler, secre-

tary and treasurer. Many other refineries in Ohio, Pennsylvania and New York associated themselves with the Standard Oil Company from time to time, and in 1882 The Standard Oil Trust was formed with a capital stock of \$70,000,000, later increased to \$95,000,000, and which, within seven or eight years, came into possession of the stocks of the companies controlling the greater part of the petroleum refining business of the country as well as of the oil producing interests. After prolonged litigation, begun in 1890, the Trust voluntarily dissolved, and in 1899 the present form of organization was adopted. The chief of the Standard Oil corporations is The Standard Oil Company, incorporated under the laws of New Jersey, in addition to which there are many subsidiary corporations in this and other countries, constituting the largest business interest under identical control in the world. It owns many thousands of acres of oil lands, vast numbers of wells, refineries, pipe lines, and oil steamships and has business houses not only in all principal American cities but also in the most important cities in foreign countries, all over the world.

At various times Mr. Rockefeller has owned large interests outside of those connected with the Standard Oil Company. Notable among those interests may be named the control of the great iron ore interests of Minnesota, which he finally sold to the United States Steel Corporation, the story of which, as well as many other interesting details of his life history, is found in Mr. Rockefeller's *Random Reminiscences of Men and Events*, published in 1909.

While the place earned by Mr. Rockefeller as a great capitalist, and as creator of an industrial organization far surpassing any previous one in the world's history gives him great distinction, it is probable that he will be longest remembered for his philanthropies and benefactions. This will be so not only because of their large aggregate amount (\$122,554,662 to the beginning of 1910), though that surpasses all precedent, but even more because the same mastery of the art of effective organization which built up his business enterprises has been applied by him to his philanthropic endeavors. They cover a wide range, and include plans for education and generally for moral, intellectual and spiritual uplift, for the relief of physical suffering, and for the promotion of scientific research into the causes for disease and the means for its prevention.

Many educational institutions have been objects of his bounty, and the University of Chicago, of which he was the founder, has received from him more than \$25,000,000, exclusive of \$6,000,000, to its Medical Department (Rush Medical College). The churches, missions and benevolences of the Baptist denomination, of which he is a devoted member, have been favored objects of his bounty, as have also been various branches of the Young Men's

Christian Association, juvenile reformatories, the Cleveland city parks, social settlements, and other good causes. The Rockefeller Institute for Medical Research, to which he has given \$4,300,000 and the Hookworm Fund, which he endowed with \$1,000,000, are examples of the highly practical scope and purpose of some of the most far-reaching of his benefactions. The General Education Board, which he has endowed with the unprecedented sum of \$53,000,000, is a broadly though carefully planned organization having for its purposes the promotion of education in the United States, without distinction of race, sex or creed, and especially to systematize and make effective various forms of educational beneficence.

Mr. Rockefeller, as the result of his long experience, has come to the conclusion that what is most needed to make benevolence effective is to organize it, so that misdirection, duplication and waste will be eliminated; to establish, in fact, a Benevolent Trust, or corporation to manage the business side of benefactions. This idea is most interestingly and lucidly expressed in the final chapter of Mr. Rockefeller's *Random Reminiscences*, before mentioned, and has recently received concrete expression in the proposition for the federal incorporation of The Rockefeller Foundation, for which the authorization of Congress has been asked. Through this Foundation Mr. Rockefeller proposes to endow and set in motion a vehicle of most complete effectiveness for the business side of philanthropy, and a medium for the benefactions of himself and others to promote all uplifting and humane causes and to alleviate misfortune, dispel ignorance, and remove wrong and injustice.

Mr. Rockefeller is a man of domestic habits, fond of his home, and little attracted by clubs or social organizations. His delight in tree-planting is one of his best-known hobbies, and he has attained a skill in that direction which few of the professional landscape gardeners can surpass. Golfing has been Mr. Rockefeller's favorite amusement in recent years, and he finds it a healthful and pleasant relaxation. He has not been active in his large business interests for several years past, leaving their management in the hands of younger associates.

Mr. Rockefeller married, in Cleveland, Ohio, September 8, 1864, Laura C. Spelman, and they had four children and eight grandchildren. Elizabeth, the eldest daughter, who was born in 1866, died in 1906. She was married to Professor Charles A. Strong in 1889. Alta, born in 1871, is now the wife of E. Parmalee Prentice, and Edith, born in 1872, married Harold F. McCormick in 1895. John D. Rockefeller, Jr., the only son, was born in 1874, and married Abby Greene Aldrich, daughter of United States Senator Nelson A. Aldrich, of Rhode Island.

Besides his town house in New York City, Mr. Rockefeller has estates at Tarrytown, New York, and Cleveland, Ohio.

ORLANDO BRONSON POTTER, distinguished business man and financier, was born at Charlemont, Franklin County, Massachusetts, March 10, 1823, of Puritan descent, the son of Samuel and Sophia (Rice) Potter. He was educated in local schools, took a partial course in Williams College (which later gave him the LL.D. degree), then taught school and studied law in Harvard Law School and a Boston office. In 1848 he was admitted to the bar and engaged in practice.

In 1852 he became a partner in the sewing machine firm of Grover, Baker & Company; removed to New York and established the business here in 1853, and in 1854 became the first and only president and general manager of the Grover & Baker Sewing Machine Company until it terminated active business in 1876.

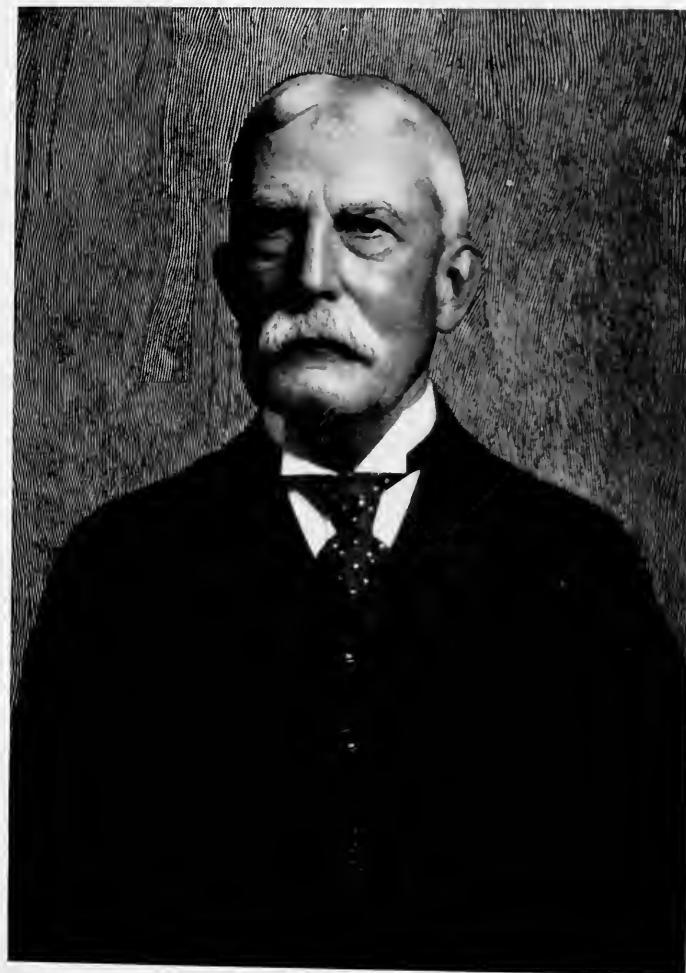
He acquired large real estate interests, and constructed, under his own supervision, many large stores and warehouses, and became prominent as a financier. He was originator of the present national banking system, which was first outlined by him in a letter to Salmon P. Chase, secretary of the treasury, in 1861, and was adopted by act of Congress of February 25, 1863.

He was a Whig before the war, voted for Mr. Lincoln in 1860, was a Democrat after 1861, was elected to and served in the Forty-eighth Congress from 1883 to 1885, and he continued always active in public affairs until his death, January 2, 1894.

He married, in 1850, Martha G. Wiley, who died in 1879, and had seven children by that marriage; and he married, second, Mary Kate Linsly.



ORLANDO BRONSON POTTER



HENRY MORRISON FLAGLER

**H**ENRY MORRISON FLAGLER—A man of high rank among America's great upbuilders, whose home has long been New York, but whose habitat is as often Palm Beach as Fifth Avenue, is Henry Morrison Flagler. He was born in the town of Hopewell (near Canandaigua, New York), January 2, 1830, the year when there were exactly twenty-four miles of railroad in the United States. The son of a Presbyterian clergyman of narrow means, he went to the district school. At fourteen, feeling that his room was more valuable to his father than his company, he trekked to Bellevue, a town of the Western Reserve of Ohio. There he worked for some years, entering on his way that great Nineteenth Century high school of high finance "the country store." But like others with the ferment of greater things in his system, he sought a wider field, though he had lifted himself from clerk to partner and made the firm the chief shipper of grain in the town. The salt wells of Saginaw, Michigan, were the magnet that drew him into strange enterprise. Out of this venture, which in those days constituted a "craze," he came out a loser, after seeing the vision of fortune grow golden-edged only to fade away. Then to Cleveland he turned. He tried grain-commission, an old ground. Here he met the youthful John D. Rockefeller, then struggling also out of his commercial shell. Flagler was the older, but the two men were of a mind, and Flagler joined the newly forming firm of Rockefeller, Andrews & Flagler. This was in February, 1867. It is history how the firm, attracted by the great petroleum possibilities, went into oil refining; how Mr. Flagler mastered the details of the oil business in all its ramifications, exhibiting an exactitude of theory and practice almost unique; how in pursuit of this the firm standardized petroleum products in a way unknown to the somewhat chaotic oil business of that day; how greatly they prospered, attracting other oil refiners to join fortunes with them, and how with clear heads and unbounded vigor they entered the kingdom of Petrolia, in 1870, with the flag of the Standard Oil Company at the head of the allied forces. Their company won all along the line, and to H. M. Flagler it owed much of this progress. Wealth rolled in, and accumulations grew. In the Board of Directors, his vigor, his healthy optimism, balanced by a certainty in his estimates of men, of ways and means, carried the company's banner continually forward. They were a masterful group that met daily about the directors' table, and the way H. M. Flagler held his own and helped swell the total of the marvelously expanding business without obtrusion of his personality, bespeaks the modesty, devotion and simple sincerity of the man. For eighteen years all his energies were so directed. The company that started with one million had now, in 1882, seventy millions of capital. A new generation of officials was arising, and Mr. Flagler believed that on their sturdy shoulders the bur-

den of power should rest, so, by and by—in 1885—when Mr. Flagler was half way on the road between fifty and sixty, he developed a desire for new creations. A journey to the South brought him to St. Augustine, by the palm-shaded ocean frontage of Florida, and his imagination took fire at the thought of what a picturesque paradise the country was that fascinated the seafaring Spanish cavaliers of four centuries ago, and how habitable and productive it could be made. Then and there he began a series of developments. A great chain of mammoth and beautiful hotels began with the Ponce de Leon and the Alcazar, at St. Augustine, followed by the Ormond Hotel at the famous hard sand beach of that name, the Royal Poinciana and The Breakers, at Palm Beach, the Royal Palm at Miami, and the Colonial and Royal Victoria at Nassau, Bahamas. But while thus providing for the tourist and the health-seeker, Mr. Flagler took note of agriculture, and decreed that the settlers of the eastern side of Florida should not want railroads for carrying their golden oranges and garden truck to the Northern markets. Hence a buying, improving and building of railroads set in thereabout that has meant six hundred additional miles of rails in the State of Flowers. But his last achievement has been his greatest. With a wonderful creative stroke he projected and is building a line of railroad south from Miami along the Atlantic keys or tiny meadowlike islands that fringe the coast. It is a massive viaduct of concrete, solid as the hills and altogether the last word in railroad building and equipment, literally running through the Atlantic Ocean to Key West—one of the wonders of the modern world. It has for two years been taking trains to Knights Key. Another year will probably see it finished.

And in all this Mr. Flagler has only drawn upon his own long purse. He has had no partners. Whether building hotels, or churches or schools, acquiring old railroads, building new ones, buying and running steamships, he has made them and paid for them just as he did for his own Florida home, "Whitehall," at Palm Beach. He has in twenty-five years built up the eastern half of Florida, and has seen tens of thousands follow in to reap the harvest of fruits, flowers and manufacture.

For a man of eighty, he is marvelously young; alert to all about him, he is reserved to the point of reticence; considerate without comment, kindly without gush; doing great things of novelty with the air of moving easily along appointed paths. He has never traveled in Europe and has never seen California. Although traveling much, he is not fond of travel. He has retained his great Standard Oil interests; remained a vice president of the company until recently; he is still a director.

ELBRIDGE GERRY SNOW, president of the Home Insurance Company, was born in Barkhamstead, Conn., January 22, 1841, being the son of Elbridge Gerry Snow and Eunice (Woodruff) Snow. His education, begun in the district and high schools, was completed in the Fort Edward (N. Y.) Institute. After his graduation he studied law, but instead of engaging in practice, he entered an insurance office in Waterbury, Conn. In 1862 he obtained a clerkship in the main office of the Home Insurance Company, in New York City, and since then his connection with the company has been continuous. He remained in the main office for nine years, then went to Boston as State agent of the company, for Massachusetts; and, while there, also became a partner in a local agency representing several of the best companies, under the firm name of Hollis & Snow.

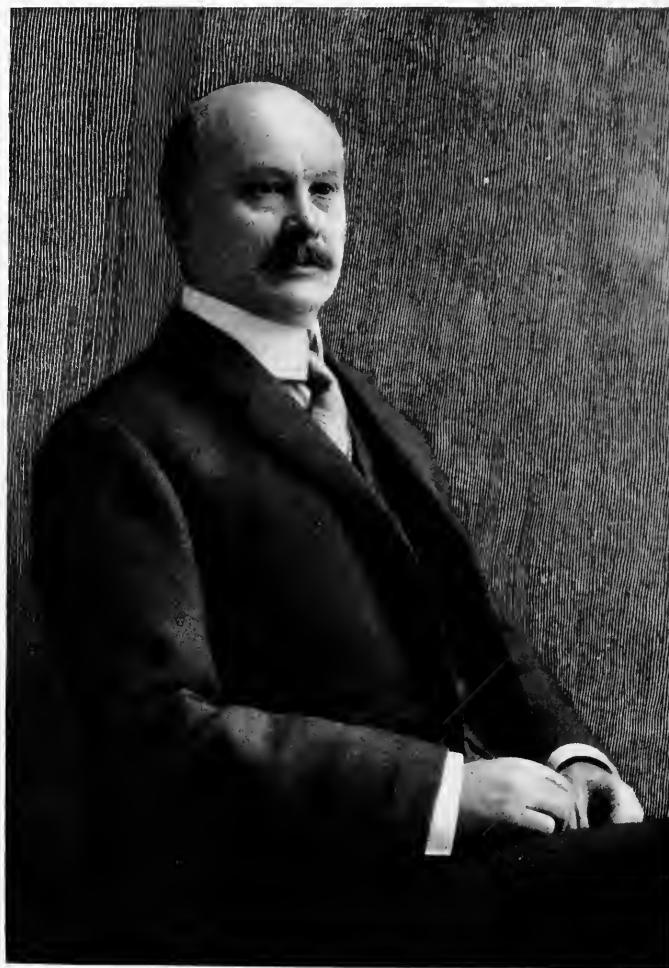
In 1885 Mr. Snow returned to New York City as secretary of the company, became its vice president in 1888, and since 1904 has been president of the Home Insurance Company, to which his experience and ability have been of inestimable value.

Besides being at the head of this great company, Mr. Snow is a trustee of the New York Life Insurance Company, and is a director of the North River Savings Bank and other corporations.

He is also a member of the American Museum of Natural History, and the Municipal Art Society, and several other similar associations; is a member of the Society of Mayflower Descendants, the New England Society in New York, and the Lotos, City and Underwriters' Clubs.



ELBRIDGE GERRY SNOW



ELBERT HENRY GARY

PROFESSIONALLY one of the foremost American lawyers, by achievement the premier figure in the movement toward the consolidation and more perfect organization of great industries, and officially the head and executive of the world's greatest corporation, Judge Elbert Henry Gary has attained a deservedly prominent place in the public eye.

He was born in Wheaton, Illinois, October 8, 1846, being a son of Erastus and Susan A. (Valette) Gary, and on both sides of sturdy New England stock. The Wheaton public schools and Wheaton College gave him his general education, and he was graduated from the Law Department of Chicago University in 1867. Being admitted to the Bar in 1867, he was for a few years a clerk in the Cook County Courts, then engaged in practice with offices in Chicago and in his native town of Wheaton, which is twenty-five miles west of Chicago, and the county seat of Du Page County. He established there, in 1874, the Gary-Wheaton Bank, of which he has ever since been president, and as its banker and foremost lawyer was the leading citizen of Wheaton. He was three times president of the village of Wheaton, and after it was reorganized as a city, was its first mayor for two terms. He was also county judge of Du Page County, Illinois, for two terms.

As a Chicago lawyer he practised for twenty-five years, becoming a leader at that bar, and being counsel for some of the largest corporations and leading business interests. He was president of the Chicago Bar Association in 1893 and 1894. Judge Gary had much to do with the combination and reorganization of the traction interests, and with the consolidation of industries. In 1892 he consolidated several wire mills under the name of the Consolidated Steel and Wire Company, and about the same time united several plants in and around Chicago and Joliet, Illinois, under the name of the Illinois Steel Company. John W. Gates became president of those companies, in each of which Judge Gary became a director and acquired a substantial interest. In 1896 he added a large number of mills to the Consolidated Steel and Wire Company, and reorganized it as the American Steel and Wire Company. In 1898 the Illinois Steel Company interests, combining with others, represented by Eastern capitalists under the leadership of J. Pierpont Morgan, were consolidated under the name of The Federal Steel Company, up to that time the largest of American corporations, and Judge Gary was elected its president. Finally the organization of the United States Steel Corporation was effected, Judge Gary being intrusted with the negotiations which united with The Federal Steel Company, the great Carnegie interests, the American Steel and Wire Company, the American Sheet and Tin Plate Company and other "Moore" interests, besides numerous other manufacturing, shipping, railroad, coal, coke, ore and other interests composing the United States Steel Corporation, of which Judge Gary, as

chairman of the Board of Directors and chairman of the Finance Committee, is the chief officer and directing head. The charter and form of government of this corporation were drafted by Judge Gary, and have been commended as the most perfect example of organic regulation ever devised for a great corporation. The Tennessee Coal and Iron Company's large Southern interests have since been acquired, largely through Judge Gary's initiative.

In view of the predominant part in its organization, and the wise executive direction he has given to the United States Steel Corporation, it is appropriate that the Board of Directors have chosen the name "Gary" for the great industrial city they have built by Lake Michigan in Indiana.

Judge Gary is also the chairman of the Board of Directors of the Allis-Chalmers Company; and is a director of the American Bridge Company, American Land Company, American Sheet and Tin Plate Company, American Steel and Wire Company, American Steel Foundries Company, American Trust and Savings Bank, the Chicago, Bessemer and Lake Erie Railroad Company, Bullock Electric Manufacturing Company, Carnegie Steel Company, the Chicago, Lake Shore and Eastern Railway Company, Commercial National Bank of Chicago, Duluth and Iron Range Railroad Company, the Elgin, Joliet and Eastern Railway Company, Federal Steel Company, the Gary-Wheaton Bank, of Wheaton, Illinois, H. C. Frick Coke Company, Hudson and Manhattan Railroad Company, Illinois Steel Company, International Harvester Company, Lake Superior Consolidated Iron Mines, Merchants Loan and Trust Company of Chicago, Minnesota Iron Company, National Tube Company, Newburgh and South Shore Railway Company, New York Trust Company, Oliver Iron Mining Company, Phenix National Bank of Pittsburgh, Pittsburgh Steamship Company, Shelby Steel Tube Company, Union Steel Company, United States Coal and Coke Company, United States Natural Gas Company, United States Steel Products Export Company, Universal Portland Cement Company.

It is a matter of history that when the United States Steel Corporation was organized, yellow journalists and agitators prophesied the wiping out of small and independent concerns. But instead of that there has been evolved in the steel industry, since the organization of the United States Steel Corporation, greater harmony than at any previous period of the development of that industry. The interests of the corporation and of the independent companies are competitive, but not conflicting, and by meeting the heads of the independent concerns in councils of harmony Judge Gary has brought the entire steel business of the country into friendly relations. Several times he has invited the leaders in the trade to dinners to talk over the interests of the trade, and the independents have reciprocated. There has been no cut-throat price-cutting on the part of the corporation or its competitors, but there has

been greater prosperity and stability in the business than ever before; and to Judge Gary belongs the leading share of credit for creating these conditions.

In no instance have his abilities as a diplomat been displayed more completely than in connection with the organization of the International Harvester Company. The harvester industry was divided into fourteen companies (survivors of two hundred) fiercely contending in every farming section of this and many foreign countries for the business, with armies of salesmen, cutting prices and raising havoc with profits. The era of consolidation had fully arrived, and other industries had taken advantage of its benefits, but the competition between the harvester people had been so intense that although they met in Chicago to try to reach an agreement, it seemed that the more they talked the further they were apart. William Deering, however, made one suggestion which took root, and that was that the best way to get a workable plan was to go to New York and consult Elbert H. Gary, who had been his attorney for twenty-five years.

They all knew Judge Gary, whose achievement in connection with the organization of the Steel Corporation was then recent history. One by one they sought Mr. Gary in New York, and his advice to them was to consolidate. None of them wanted to do that, but asked him to work out a plan to stop the ruinous features of their competition. Judge Gary thought out a plan, then took the matter up with J. Pierpont Morgan, called four of the leaders to New York and finally reached terms of agreement which unified the industry and combined the thirteen principal manufacturing concerns in the line in the International Harvester Company, a most successful consolidation, with all its component companies working in harmony. There are those who consider Judge Gary's work in securing this result a greater triumph of diplomacy than even his achievements in forming the Steel Corporation.

Though a great lawyer and business executive, Judge Gary finds time for social and artistic interests, and for recreation. He is a member of the best clubs of New York and Chicago, is a collector and connoisseur of art, is President of the Illinois Society of New York and of the Automobile Club of America, and a member of the Automobile Clubs of Great Britain and Ireland, France, Germany and Italy. He makes annual vacation trips to Europe, making automobile tours to places of interest.

In Wheaton, Ill., he has erected the Gary Memorial Church, by many authorities regarded as the finest memorial church in America, in memory of his parents, and he has recently completed a \$100,000 mausoleum there for their remains. He married in Aurora, Ill., June 23, 1860, Julia E. Graves, who died June 21, 1902, and by whom he has two daughters, Gertrude (wife of Dr. Harry Willis Sutcliffe) and Bertha (wife of Robert W. Campbell). He married again, in New York, December 2, 1905, Mrs. Emma T. Scott.

**T**HE ASTOR FAMILY has for more than a century held leading place in the physical development of New York City. The founder of the family in America, John Jacob Astor, was a German, born July 17, 1763, at Waldorf, near Heidelberg. He lived and worked in his native place until he was sixteen years of age, when he went to London; in which city lived his uncle, who was a member of the firm of Astor & Braidwood, manufacturers of pianos and other musical instruments, which, under its later name of Braidwood & Company, became leader in the British piano industry. One of his brothers was employed with that firm, and Henry Astor, another brother, had emigrated to New York, whither John Jacob had decided to go as soon as he accumulated sufficient funds for the purpose. He worked in the piano factory for about four years, then went to Baltimore with a small consignment of musical instruments.

On the voyage to Baltimore Mr. Astor, in conversation with a fellow passenger, learned much about the profitableness of the fur trade—buying from Indians and frontiersmen and selling to large dealers. The field described seemed so promising that, in order to get a practical insight into the business, he came to New York, entered the service of a Quaker furrier, and after he had learned the business thoroughly established himself on Water Street, working hard at the business in his shop except when on his purchasing trips to the interior. Soon after starting for himself he went to London, where he made favorable arrangements with fur houses, and also secured from Astor & Braidwood a general agency for their pianos in America, and on his return to New York opened a wareroom; thus becoming the first in this country to engage regularly in the musical instrument trade.

The fur trade was, however, his principal activity, and he prosecuted it with such success that his leadership in the trade became undisputed in the United States; he was the chief competitor of the Hudson Bay Company in the London market. To secure further advantage for himself, to make American trade independent of the Hudson Bay monopoly, and to extend civilization through the Western wilderness, he proposed to Congress, in 1809, a national scheme to establish a chain of trading posts from the Great Lakes to the Pacific Coast; to buy one of the Sandwich Islands, and establish a line of vessels between a Pacific port and China and India. Two expeditions were sent, one by land and one by sea, to establish relations of amity with the Pacific Coast Indians; but Congress pursued the plan no further, because the War of 1812 occupied the national attention and took all the resources of the government. The settlement of Astoria had, however, been founded in 1811, and Mr. Astor continued his operations without government aid; but did not succeed in his plan to establish settlements in the Northwest. As an expansionist he was forty years ahead of his time. While his immediate purpose was

not accomplished, Mr. Astor's efforts promoted the patriotic feeling which afterward resulted in securing for the United States the control of the valuable region at the mouth of the Columbia River, claimed by Great Britain. Washington Irving wrote his famous work, *Astoria*, largely from documents which Mr. Astor furnished.

His trading post, *Astoria*, was personally located by him at the mouth of the Columbia River. He visited the Indian tribes and gained their friendship. He had hoped by these means to open the way for the peaceful acquisition, by the United States, of the entire Oregon country. But the hostility of the Hudson Bay Company, which would not of itself have frustrated his plans, was reinforced, by the action of his agent, who, at the first approach of a British war-ship, dismissed Mr. Astor's Indian allies, struck his flag and surrendered the post.

He organized The American Fur Company, which built up an international trade. Its sales in New York City attracted buyers from all civilized countries, and its export business grew so large that he employed ships of his own, which carried furs to Europe and brought back heavy cargoes of foreign merchandise.

He succeeded in establishing a large trade with Asiatic countries, especially China, and in many other ways displayed unequalled business ability. He invested in government securities during the war period, when they were selling at from sixty to seventy cents on the dollar, and doubled his money on the investment after the war was over. He made many sagacious investments in real estate in the places which he deemed most clearly in the line of future expansion of the city, the development of which vindicated and approved his judgment. As the city grew he built many structures which were the handsomest of their time. He was never a real estate speculator, buying at a low price to sell at a higher one, but always an investor who bought and improved for permanent income. He became the wealthiest man of his time, and was a citizen of public spirit as well as a successful business man. He fell in with and amplified the proposition of Washington Irving for the establishing of a public library for New York, and in his will left \$400,000 for the founding of the Astor Library; which was carried out by his son, William B. Astor. He also made many gifts to charitable institutions in his lifetime and by bequest in his will. The estate left by him was estimated at twenty million dollars at the time of his death, March 29, 1848.

He married, in New York, in 1785, Sarah Todd, and had three sons and four daughters. Two of the sons and two daughters died without issue. The other daughters, who married, were provided for by their father in his lifetime, and his only surviving son, William B. Astor, was made sole heir on the death of his father, in 1848.

THE fourth child and second son of John Jacob Astor, who after his death became his heir, was William B. Astor, born in New York, September 10, 1792. He attended the public schools until 1808, then went to Heidelberg for two years, and after that was a student in Göttingen. After leaving the university he traveled in the Old World until 1815, when he returned to New York.

In that year his father began his successful career in the China trade, in which the son became a partner, the firm remaining John Jacob Astor & Son until 1827, when they retired from that business. The American Fur Company was then formed, with William B. Astor as president, and both he and his father were active for several years in that very successful business, but afterward withdrew from that and all other commercial activities, the affairs of the Astor Estate engaging his entire attention.

Mr. Astor, like his father, had a farseeing vision of the future growth of the city of New York, and was a large buyer of real estate in the region below Central Park from Fourth to Seventh Avenues; and even in his own lifetime was rewarded by a large and rapid increase in values. His uncle, Henry Astor, had left him a fortune of \$500,000, and his father had made him a present of the Astor House property, and he was himself a wealthy man when, in 1848, the death of his father made him the richest man in New York. From 1860 onward he devoted his attention largely to the improvement of his property by building; and in a few years was the owner of hundreds of houses, mostly of the first class. He was also extensively interested in railroad, coal and insurance corporations, his investments outside of land being of the most conservative character.

He added largely to the bequest of his father to the Astor Library, to which he devoted much attention, and to which his total gifts amounted to more than a half million dollars. His estate at the time of his death, November 24, 1875, amounted to \$45,000,000; which he divided between his two sons, John Jacob and William Astor, giving them a life interest in the residuary estate, which descended to their children.

He married, in 1818, Margaret Rebecca Armstrong, and had seven children: Emily, John Jacob, Laura, Mary Alida, William, Henry and Sarah. Of these, Sarah died in infancy, and Laura and Henry died without issue. Emily married Samuel Ward and had one daughter, who married John Winthrop Chanler and had eight children; and Mary Alida Astor married John Carey and had three children.

John Jacob Astor, son of William B. Astor, and heir to half of his estate, was born in 1822, and died in 1890, leaving one son, William Waldorf Astor, born March 31, 1848, who, after having been United States Minister to Italy from 1882 to 1885, removed to England, where he now resides.

WILLIAM ASTOR, son of William B. and Margaret Rebecca (Armstrong) Astor, and grandson of John Jacob Astor, was born in New York City, June 12, 1829, in the old Astor Mansion on Lafayette Place, adjoining the Astor Library. He was graduated from Columbia College in the Class of 1849, being then only twenty years of age. He was one of the most popular men of his day in that college, entered fully into the college spirit, and was proficient and enthusiastic in athletic affairs. After his graduation from Columbia, he went on a long foreign tour in Europe, Egypt, and the Orient. He profited much from his travels and was especially impressed by what he saw in the Orient. As a result of this visit he retained, throughout his life, an active interest in Oriental art and literature.

He entered his father's office as assistant manager of the family's estate in houses and lands in New York and elsewhere, and after the death of his father, in 1875, when half of the estate became his own by inheritance, he greatly added to his holdings.

Mr. Astor was fond of country life, and to gratify his taste in that direction he created an extensive and beautiful estate at Ferncliff, where he had a farm of great productiveness and high cultivation. He built a railroad from Saint Augustine to Palatka, in Florida, in 1875, and constructed several blocks in Jacksonville, Florida, and for his services to that State was given a grant of eighty thousand acres of land.

Mr. Astor was a yachtsman of distinction. His first yacht, the *Ambassadress*, was probably the largest and finest sailing yacht ever launched, and he made many voyages in her. In 1884 he had built for him the steam yacht *Nourmahal*, which was one of the finest of its day; and he also owned other yachts, including the sailing yacht *Atalanta*, which won the Cape May and Kane cups. He was also fond of horses, and owned many fine animals.

Under his management the Astor Estate was greatly enlarged and improved, and he possessed to the full the Astor faculty for correct judgment in land purchases. He died in Paris, April 25, 1892.

Mr. Astor married in New York, September 20, 1853, Caroline, daughter of Abraham Schermerhorn, a member of one of the oldest and most distinguished families in the city. The children of that union were four daughters and one son, John Jacob Astor, the present head of the family. Of the daughters, Emily Astor was married in 1876 to James J. van Alen of Newport, Rhode Island, and died in 1881. Helen Astor was married in 1878 to James Roosevelt Roosevelt, and died in 1893; Charlotte Augusta Astor was married first, in 1879, to J. Coleman Drayton, and second, in 1896, to George Ogilvy Haig; and Caroline Schermerhorn Astor was married, in 1884, to Marshall Orme Wilson.



COLONEL JOHN JACOB ASTOR

THE present head of the Astor family is Colonel John Jacob Astor, who was born at his father's estate at Ferncliff, near Rhinebeck-on-the-Hudson, July 13, 1864, son of William and Caroline (Schermerhorn) Astor. Besides his Astor ancestry, which is of German origin, he is descended from Oloff Stevenson van Cortlandt, who was the first city treasurer of New Amsterdam when that office was created in 1657, was afterward burgomaster of that city and was a member of the first Board of Aldermen of New York, appointed by Governor Nicolls of New York in 1665; from Colonel John Armstrong, one of the heroes of the French and Indian Wars; and from Robert Livingston, who came to New York in 1674, and received in 1686 a royal grant for the famous Livingston Manor, comprising more than 160,000 acres in Columbia and Dutchess Counties, New York.

Colonel Astor received his education in St. Paul's School, Concord, and at Harvard University, being graduated in the Class of 1888, and afterward spent considerable time in travel. He then devoted his attention to business, becoming acquainted with the details of management of the great Astor Estate. Since the death of his father in 1892, he has continued to maintain executive supervision over the estate upon the principles which have through four generations controlled the administrative policy of the Astors, who for a hundred years have been buyers and improvers, but seldom sellers, of city property. Colonel Astor has placed upon his properties many of the finest hotels, business properties, and residences in the city, to the symmetry and adornment of which he has been one of the foremost contributors. He has been especially a leader in the building of hotels; the first step made by him in this direction being the erection of the Astoria, adjoining the Waldorf, which now, consolidated in management as the Waldorf-Astoria, enjoys world-wide fame. He also built the St. Regis and the Knickerbocker.

He was appointed a member of the staff of Governor Levi P. Morton, and served with ability; and later, when the Spanish-American War was declared, entered upon active military service. The day after war was proclaimed, he offered his services to President McKinley, in any capacity; and he also tendered to the government the free use of his steam yacht, the *Nourmahal*. The President declined the yacht as not exactly suited to the government's needs, but gladly accepted the offer of personal service, and he was appointed inspector general of United States Volunteers, with the rank of lieutenant colonel, for which his previous experience on Governor Morton's staff admirably qualified him. He was ordered to Tampa and Cuba with the first Army of Invasion. In the resulting campaign, and at the battles and siege of Santiago, he served with such efficiency that he was recommended for promotion by his chief, General Shafter. After the surrender of Santiago he was sent to Washington as bearer of important dispatches and other docu-

ments to the President. When he was discharged from the army in November, 1898, it was with the brevet rank of colonel, conferred upon him "for faithful and meritorious service."

Another most notable and patriotic service on the part of Colonel Astor, was the recruiting, equipping and giving to the government, of the famous Astor Battery of light artillery, the offer of which was officially accepted by the government May 26, 1898. Recruiting actively followed, and drill began May 30, and the following day the battery was complete with one hundred and two men and six twelve-pound Hotchkiss guns, imported from France at a cost to Colonel Astor of one hundred thousand dollars. After a season of drilling, the battery was sent, via San Francisco, to Manila, arriving in time to take part in the final capture of that city, August 13, 1898.

Colonel Astor's scientific education at Harvard has been followed up into practical lines of usefulness, and he has designed many inventions and improvements of great utility, which he has patented, the origination of which reveals the completeness of his engineering attainments. One of the earliest of these inventions was his Pneumatic Road Improver, invented in 1892, which received a first prize at the World's Columbian Exposition, in Chicago, in 1893. This machine is designed to facilitate the thorough and rapid removal of worn-out material, or detritus, from the roadbed by either blowing it into the bushes or over the fences at the side of the road, or laying it in windrows where it may be conveniently removed, as desired.

Another useful invention of Colonel Astor's is a brake for use on bicycles having solid tires. This brake is shaped like a fork with flat prongs, and is so designed that, with undiminished grip, it adapts itself to the changing shape of the tire as it becomes worn.

In 1902 Colonel Astor patented a marine turbine engine, which he gave to the public in November of that year. The turbine is shaped like a funnel, and comprises an outer shell or drum and an inner shaft running axially through it, these parts being relatively rotatable and each having oppositely-set spiral blades. It differs from the ordinary type of turbine in that it has no stationary parts other than the journals and foundation frames to carry it. The casing of the turbine revolves as well as the shaft, but in an opposite direction. This arrangement gives two tandem propellers. The spinning motion given to the water by the first propeller is neutralized by the second, so that but little power is wasted in imparting a rotary motion to the water, which, except for its backward motion, is left perfectly still. The invention corrects the disadvantage of the extremely high speed required in other turbines, reducing by one-half the speed at which the propellers are whirled without reducing the power at the propellers, with a theoretical gain in its efficiency. The turbine is also greatly reduced both in weight and size.

A recent and important invention of Colonel Astor's is the Vibratory Disintegrator. The enormous peat deposits which are to be found in the temperate zone have presented a most baffling problem to the inventor. Peat is a valuable fuel, but the large amount of water it contains renders it necessary to subject it to a drying process so complicated and expensive that it cannot always successfully compete with coal. For that reason the attempt has been made, notably in Sweden, to manufacture producer gas from the peat. On the whole, the results obtained, although encouraging, have not been brilliantly successful. Still this method of utilizing peat for power commends itself to the engineer because of the enormous amount of gas occluded in peat, and because of its poor heat-conducting qualities, as a result of which a portion of the peat can be burned without unduly heating other portions. This problem of practically utilizing peat bogs commercially by generating producer gas has been taken up by Colonel Astor. He has devised what he terms a vibratory disintegrator, an invention which utilizes the expansive force of the occluded air and gas to disrupt the peat so that it may be thoroughly and uniformly heated, as well as the vibrations of a gas engine, which is driven by the very producer gas generated from the peat. The disintegrating or disrupting effect is attained by means of a novel gas-engine muffler placed within the gas producer. The sides of the muffler are so thin that they can be distended and drawn inwardly in response to variations in pressure within the muffler. In order that this relative movement of the opposite sides may be facilitated, the muffler edges are fluted or accordion-plaited. The exhaust gases from the engine cylinder are discharged into the muffler to extend its sides. When they escape from the muffler the sides contract. These successive expansions and contractions of the muffler walls are communicated to the gas within the gas producer, and likewise the gas occluded in the pores and interstices of the peat. Hence the peat is disrupted and broken up. In order to assist in this disrupting effect the peat chamber of the producer is supported from the gas-engine frame, so that the jarring and vibration of the engine is transmitted to the peat. The burned residue left in the producer can be utilized as a fertilizer. Besides devising a method of extracting a power gas from peat, Colonel Astor has invented, incidentally, a method of utilizing its fertilizing principle. He has given the patents covering this device to the public.

Colonel Astor's latest invention is a steamship chair. It is a simple device by means of which a chair may be held firmly to the floor, no matter how much the ship pitches, and yet may be easily released and moved about, enabling its occupant to place the chair at any desired distance from a table, thus eliminating the discomfort often experienced by travelers who find the ordinary steamship chair, which is rigidly screwed to the floor, either too near

or too far from the table. The scheme involves the use of a vacuum cup beneath the chair, so mounted that it may be pressed into engagement with the deck or floor to hold the chair by suction, or the vacuum may be broken, the cup lifted, and the chair released.

Besides these thoroughly utilitarian results of his scientific knowledge and inventive ability, Colonel Astor has made personal researches in speculative science, including astronomy and celestial mechanics; his wide reading in those sciences being made strongly apparent in his book which was published in 1894, and entitled, *A Journey in Other Worlds; A Romance of the Future*; a work of fiction based on science, dealing with supposititious life upon the planets Saturn and Jupiter. The literary merit of this volume secured for Colonel Astor election to the Authors' Club.

Colonel Astor is a director of the Astor Trust Company, Illinois Central Railroad Company, Mercantile Trust Company, National Park Bank, Plaza Bank, Niagara Falls Power Company, Western Union Telegraph Company, Long Island Motor Parkway (Inc.), Niagara Junction Railway Company, Niagara Development Company, and Chicago, St. Louis and New Orleans Railroad Company; trustee of the Title Guarantee and Trust Company, New York Life Insurance and Trust Company, and Hudson-Fulton Celebration Commission; member of the Board of Managers of The Delaware and Hudson Company; Board of Governors of the Automobile Club of America, Turf and Field Club, Newport Casino, and Board of Founders of The New Theatre.

He is well known as a yachtsman, having made cruises in all parts of the world; and he is also fond of motoring and tennis. His club and society memberships include The Metropolitan Club, Union Club, Knickerbocker Club, City Club, Army and Navy Club, Automobile Club of America, Authors' Club, The Pilgrims, Church Club, Delta Phi Fraternity, The Strollers, the Pen Club, The Press Club, The Graduates' Association, New York Yacht Club, Racquet and Tennis Club, Turf and Field Club, City Lunch Club, City Midday Club, Down Town Association, Transportation Club, Railroad Club of New York, Piding Club, Brook Club, Tuxedo Club, Country Club, Westchester Polo Club, Aéro Club, Newport Golf Club, Travellers' Club of Paris, Cocoa Tree Club of London, Society of Colonial Wars, Military Order of Foreign Wars, Chamber of Commerce, American Geographical Society, New York Zoological Society, New York Botanical Garden, Metropolitan Museum of Art, American Museum of Natural History, New York Academy of Sciences.

He maintains, besides his town house on Fifth Avenue, the beautiful estate of Ferncliff, at Rhinebeck-on-the-Hudson, at which he was born.

He married, in Philadelphia, February 17, 1891, Ava L. Willing, and has two children: William Vincent and Ava Alice Muriel.

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Besides these thoroughly utilitarian results of his scientific knowledge and inventive ability, Colonel Astor has made personal researches in speculative science, including astronomy and celestial mechanics; his wide reading in those sciences being made strongly apparent in his book which was published in 1894, and entitled, *A Journey in Other Worlds; A Romance of the Future*; a work of fiction based on science, dealing with supposititious life upon the planets Saturn and Jupiter.

Colonel Astor election to th

Colonel Astor is a direc  
Railroad Company, Mercan  
Bank, Niagara Falls Power  
Long Island Motor Parkwa  
Niagara Development Comp  
Railroad Company; trustee o  
York Life Insurance and Ti  
Commission; member of the  
Company; Board of Governo  
Field Club, Newport Casino,

He is well known as a  
of the world; and he is al  
and society memberships in

Knickerbocker Club, City Club, Army and Navy Club, Automobile Club of America, Authors' Club, The Pilgrims, Church Club, Delta Phi Fraternity, The Strollers, the Pen Club, The Press Club, The Graduates' Association, New York Yacht Club, Racquet and Tennis Club, Turf and Field Club, City Lunch Club, City Midday Clur, Down Town Association, Transportation Club, Railroad Club of New York, Riding Club, Brook Club, Tuxedo Club, Country Club, Westchester Polo Club, Aéro Club, Newport Golf Club, Travellers' Club of Paris, Cocoa Tree Club of London, Society of Colonial Wars, Military Order of Foreign Wars, Chamber of Commerce, American Geographical Society, New York Zoological Society, New York Botanical Garden, Metropolitan Museum of Art, American Museum of Natural History, New York Academy of Sciences.

He maintains, besides his town house on Fifth Avenue, the beautiful estate of Ferncliff, at Rhinebeck-on-the-Hudson, at which he was born.

He married, in Philadelphia, February 17, 1891, Ava L. Willing, and has two children: William Vincent and Ava Alice Muriel.

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